



The Inyo County Regional  
Transportation Plan  
**2019-2039**  
**FINAL**

Prepared for the



Inyo **County Local**  
**Transportation Commission**



# **Inyo County Regional Transportation Plan 2019 – 2039**

## *Prepared for the*

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## Executive Summary

# Inyo County 2019 Regional Transportation Plan

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The Inyo County 2019 Regional Transportation Plan (RTP) provides a coordinated, 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people in the region. As per the Regional Transportation Planning Agency (RTPA), the Inyo County Local Transportation Commission (ICLTC) is required by California law to adopt and submit an approved RTP to the California Transportation Commission (CTC) every four years. The California Department of Transportation (Caltrans) assists with plan preparation and reviews draft documents for compliance and consistency. The RTP must be consistent with other planning guidance in the region such as adopted general plans, airport plans, bicycle plans, and public transit plans.

### **PUBLIC INVOLVEMENT AND CONSULTATION PROCESS**

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

### **REQUIRED DOCUMENTATION**

Environmental documentation for an RTP is required under the California Environmental Quality Act (CEQA). The ICLTC has preliminarily determined that the Inyo County 2019 RTP will not result in significant impacts. Therefore, an Initial Study/Proposed Negative Declaration was prepared and is being circulated with this Draft RTP.

### **REGIONAL CHARACTERISTICS**

Inyo County is located in easternmost portion of central California and generally spans the southeastern length of Sierra Nevada Mountains between Bishop on the north and just north of Walker Pass on the south. The county is bordered by the State of Nevada to the east, Mono County to the north and San Bernardino and Kern Counties to the south. Inyo County's landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the dramatic escarpment of the eastern High Sierra including Mt. Whitney at an elevation of 14,505. The City of Bishop is the only incorporated city in the region. Other major communities within the county include Big Pine, Independence, Lone Pine, and Shoshone.

### **Demographics and Economics**

According to the US Census 2017 American Community Survey Annual Population Estimates, Inyo County has a total population of 18,026 people. This represents a 2.8 percent decrease from 2010 Census counts. Of this total, roughly 3,832 people live in the City of Bishop. According to this data, predominate ethnicities are White (64 percent), Hispanic (21.1 percent), and Native American (10.7 percent). Roughly 4.7 percent of the County speaks English less than "very well". Just over 20 percent of the population in Inyo County was age 65 and older in 2016. The California Department of Finance

estimates that Inyo County population will grow at a rate of 0.02 percent annually over the next twenty years.

Five tribal governments own land within Inyo County: Bishop Paiute, Big Pine Paiute, Fort Independence, Lone Pine Paiute Shoshone, and Timbisha Shoshone. US Census data do not reflect the high level of visitors to the region which also has impacts on the regional transportation system. Death Valley National Park alone served on average 967,286 visitors annually between 2000 – 2017. According to National Visitor Use Monitoring (NVUM) surveys conducted in Inyo National Forest in Fiscal Year 2016, there were roughly 2.3 million total estimated national forest visits. During the winter months, Mammoth Mountain Ski Area attracts around 1.4 million skier visits annually. The majority travel on US 395 from the greater Los Angeles area. Heavier traffic volumes occur on US 395 during peak periods as a result.

Inyo County includes several communities which qualify as disadvantaged in terms of certain grant funding. As of 2016 (the most recently available data), the median household income for Census Tract 1 (Inyo County east of Bishop), Census Tract 4 (which includes the City of Bishop area) and Census Tract 8 (which extends from Lone Pine across Death Valley to Shoshone) is less than 80 percent of the statewide median income, which qualifies the area as a disadvantaged community. According to the Caltrans Long-Term Socio-Economic Forecast for Inyo County average salaries are currently below the California state average, and will remain so over the next five years.

Major employers include the land management agencies, school districts, hospitals, Inyo County and City of Los Angeles. Just under half of the 7,708 employed Inyo County residents commuted outside of the county for work in 2015 per the US Census. There are no major development projects or land use changes over the next five years which will impact transportation conditions, particularly as only two percent of land in Inyo County is under private ownership.

## **REGIONAL TRANSPORTATION SYSTEM**

### **Roadways and Bridges**

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

The primary roadway serving Inyo County is US 395 which travels north/south and connects the county to urban areas of Reno, NV and the greater Los Angeles area. Other state highways include US 6, and State Routes (SR) 127, 136, 168, 178, and 190. There are a number of state highways and county maintained roads that provide access for residents and travelers to small communities and recreational areas in the Sierra Nevada. These include: Pine Creek Road, SR 168, South Lake Road, Sabrina Road, Glacier Lodge Road, Onion Valley Road, Whitney Portal Road, Horseshoe Meadows Road and Nine Mile Canyon Road. A significant percentage of interregional travelers to and through Death Valley National Park use one or more roads that are not on the state highway system. These roads include: Stateline Road, Panamint Valley Road, Old Spanish Trail Highway and Trona – Wildrose Road (part of the Inyo County Maintained Mileage System) and also Badwater Road, Scotty’s Castle Road, and Daylight Pass Road (maintained by DVNP).

## Traffic Data

The highest AADT volume in Inyo County in 2016 (the latest year for which data was available) was observed in Bishop along US 395 at the intersection with SR 168 (15,600), as shown in Table 6 and Figure 4. The lowest traffic volumes occurred on SR 168 at the Inyo Mono County line in Fish Lake Valley (170). Generally, traffic volumes on US 395 in the Bishop area have decreased over the past thirteen years but US 395 traffic volumes to the north (Pine Creek Road) and south of the Bishop area (Independence and Lone Pine) have generally increased. Traffic counts show that travel to recreational destinations have seen some of the largest increases in traffic volumes in the County over the past 13 years with over 100 percent increases in and around Death Valley and at South Lake Road on SR 168. The most recent estimate (California Public Road Data, 2017) indicates that a total of 1.797 million daily vehicle-miles (VMT) were traveled on roadways in Inyo County. According to the US Energy Information Administration 2018 Annual Energy Outlook, VMT is estimated to increase by 16.4 percent increase between 2018 and 2050 for the nation as a whole. Given the recent decline in population forecasts, it is likely that VMT in Inyo County will increase at a slower rate or remain steady over the RTP 20 year planning period. The county average Pavement Conditions Index (PCI) is 62 out of 100, as of 2017. The average PCI for the City of Bishop is 58.

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

The US 395 corridor and the roadways in Death Valley National Park had the greatest number of crashes (all types) in 2016 and 2017 (Figures 6 and 7). Multiple fatal crashes occurred along US 395 near Olancho/Cartago south (the remaining two-lane section of highway) and SR 190 in Death Valley.

In Inyo County, there are a total of 33 state highway bridges and 37 local bridges. Eleven of the local bridges have a sufficiency rating of 80 or below; thereby qualifying for funding for rehabilitation funding under the Highway Bridge Program. Of the local bridges, two bridges are considered structurally deficient: Bell Access Road at Oak Creek and Cottonwood Gates at the Los Angeles Aqueduct.

## Transit Services

The Eastern Sierra Transit Authority (ESTA) was formed through a Joint Powers Agreement (JPA) between Inyo County, Mono County, City of Bishop and Town of Mammoth Lakes in 2006. Public transit service consists of a variety of demand-response, fixed route, deviated fixed route and intercity connections to multiple communities in both Inyo and Mono Counties. Regional routes travel as far as Lancaster in Los Angeles County and Sparks in Nevada (Figure 8). The service is operated out of facilities in Bishop, Mammoth Lakes, Lone Pine, Walker and Tecopa. Maintenance is contracted with outside vendors throughout the region. Other human service agencies such as Inyo-Mono Association for the Handicapped (IMAH), Toiyabe Indian Health Project, Eastern Sierra Area Agency for the Aging (ESAA), Big Pine Education Center and Northern Inyo Hospital provide transportation services for clients.

## **Non-Motorized Facilities**

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

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

Bicycle and pedestrian conflicts with motorists in the City of Bishop are generally concentrated along the Main Street corridor and West Line Street (Figure 10). In Inyo County, the greater Bishop area, Independence and Death Valley have concentrations of non-motorized accidents.

## **Aviation Facilities**

There are seven publicly operated airports in Inyo County and six private air strips. The public airports include the Bishop Airport, and the Independence, Lone Pine, and Shoshone Maury Sorrells Airports which are operated by Inyo County. Trona Airport is operated by the Searles Valley Community Services Council and Stovepipe Wells and Furnace Creek airports are owned and operated by the National Park Service. There is also a public backcountry dirt airstrip in Saline Valley in Death Valley National Park. The Bishop Airport is the only airport in Inyo County which can accommodate regularly scheduled commercial air freight service. For commercial airline service, Inyo County residents must travel to the nearby Mammoth Lakes Airport or south to the Inyokern Airport in Kern County. Plans are underway to bring commercial air service to the Bishop Airport by 2020.

## **Goods Movement**

Goods movement is an important transportation element in Inyo County, particularly along US 395. There is a high level of regional goods movement along US 395 between Southern California and Nevada. According to Caltrans truck traffic data (Table 10) the highest truck traffic volumes in 2016 were observed on US 395 near the community of Big Pine (1,468 trucks per day), followed by US 395 north of SR 136 in Lone Pine (1,295 trucks per day) and US 395 at Ed Powers Road (1,022 trucks per day). The proportion of all traffic consisting of trucks was highest on US 6 and SR 127 where trucks represent around 30 percent of all traffic.

A review of historical truck traffic on Inyo state highways shows that truck traffic has slowly increased over the last ten years on US 395. Percentagewise there has been around a 10 percent increase in truck traffic on SR 190 in Inyo County, with the exception of near Furnace Creek. Truck traffic has also increased on SR 168 between Brockman Lane and US 395 (4 to 17 percent increase). The largest decrease in truck traffic during the seven year period was observed on US 395 near Big Pine north of SR 168 junction (66 trucks per day).

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

### **Transportation Systems Operations and Management**

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

### **AIR QUALITY**

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Inyo County is considered “in attainment” or unclassified for every federal air quality standard except for the PM-10 standard, which is not in attainment in the Owens Valley area. The 2016 State Implementation Plan (SIP) determined that the transportation related emissions were determined not to be a significant source of particulate matter. As for state standards, Inyo County is not in attainment for Ozone and PM-10, likely due to the Owens Valley fugitive dust problem. Local data collected by the Great Basin Unified Air Pollution Control District (GBUAPCD) indicates that PM 10 and PM 2.5 levels are “good” in Inyo County. This RTP is considered to be in compliance with air quality plans.

### **REGIONAL TRANSPORTATION NEEDS AND ISSUES**

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

- ♦ Roadway and Bridges– The US 395 4 lane project in Olancho-Cartago is the top priority project for the state highways in the region. The high level of accidents over the past ten years due to unsafe passing confirms the need to widen US 395 in the Olancho to Cartago area to four lanes from two lanes. There is a shortage of revenues to carry out an adequate maintenance and rehabilitation program, needed road and bridge improvements, and maintenance needs for local roads and state highways. County roads serve as part of a regional travel network and provide access to critical facilities and a variety of recreational destinations on National Park Service, Forest Service, and Bureau of Land Management land. Safety improvements on high speed rural roads are a significant need. As visitor numbers increase with growing nearby populations, it will become increasingly important to maintain safe county roadway connections between the communities and trailheads. A lack of roadway connectivity exists within the community of Bishop.
- ♦ Transit –In addition to replacing vehicles as they reach the end of their useful life, improvements such as sidewalks and curb cuts in communities will help for the loading/unloading of passengers with wheelchairs and other disabilities as well as first mile/last mile connectivity. There is also a need for a new operations/maintenance facility for ESTA, particularly if the Bishop Airport terminal is expanded for commercial service. When the airport does begin

- ♦ commercial service, improvements will be needed to provide additional shuttle service between the Bishop Airport and Mammoth Mountain. A large capital improvement project will be to provide the infrastructure and purchase electric buses required to be compliant with new CARB Clean Vehicle requirements. As many residents of the many tribal communities in Inyo County are reliant on public transit for every day needs, upgrading shelters and benches on and near reservations is an important transit need. Lastly, public transit could provide important connections between trailheads and communities for thru-hikers looking to resupply or rest in town.
- ♦ Bicycle and Pedestrian – Community survey respondents identified improved bicycle routes and paths as one of the top three most concerning transportation issues. The following summarizes non-motorized transportation needs/issues in Inyo County:
  - Unsafe pavement conditions or hazards on facilities such as overhanging brush
  - Narrow roadways with no shoulders
  - Discontinuous roadway, bicycle path and sidewalk network within communities
  - High traffic volumes (including relatively high proportions of truck traffic) on US 395 within the communities, particularly Bishop
  - Safe Routes to School
  - Limited crosswalks on US 395 which acts as Main Street through many communities
  - Loose or stray animals pose a hazard to cyclists
  - Connectivity to public transit
  - Signage and education for both residents and visitors
  - Connectivity to recreation destinations and trailheads
  - Support equestrian travel
  - Infrastructure for electric bicycles
  - Safer non-motorized connections between tribal lands and the communities
  - Designated bicycle facilities in Death Valley National Park
- ♦ Aviation – It is important to continue to maintain Inyo County airports at a safe and acceptable level. At the Bishop Airport, improvements will focus on making the airport safe and acceptable for commercial service.
- ♦ Goods Movement - Trucking is the primary form of goods movement in Inyo County. The potential for issues arise in the downtown areas of communities where bicycle/pedestrian travel is more common. There have also been several truck related incidents on state highways travelling through Death Valley. Maintaining and reconstructing state highways to a level that is sufficient for goods movement and providing adequate truck parking will continue to be an important regional transportation needs.

## REGIONAL TRANSPORTATION GOALS

The ICLTC proposes the following general regional transportation goals:

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

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

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

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

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

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

Goal 7: Enhanced Airports in the County

Goal 8: Incorporate New Developments in Transportation Technology, Including ITS Approaches

Goal 9: Management of the Transportation System

Goal 10: Transportation Demand Management (TDM)

Goal 11: Land Use Integration

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

## **PLAN ASSUMPTIONS**

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

## **TRANSPORTATION SAFETY AND SECURITY/EMERGENCY PREPAREDNESS**

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

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

## **REGIONAL TRANSPORTATION IMPROVEMENT PROJECTS**

Chapter 5 of this document, the Action Element, includes a series of tables listing both financially constrained and financially unconstrained roadway, bridge, transit, aviation, and bicycle/pedestrian



projects, which will address the needs and issues identified in the earlier chapters of the RTP. ICLTC has developed project level performance measures and desired outcomes to evaluate potential RTP projects. In the Action Element tables, RTP projects are linked to performance measures.

### **TRANSPORTATION FUNDING STRATEGIES**

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

As part of the Financial Element, recurring roadway, bridge, aviation, and transit revenues were forecasted over the next 20 years by using a variety of methods. Estimated costs to meet designated “financially constrained” transportation needs meet projected funding available for the regional transportation system. If financially unconstrained projects are considered, there will be a shortfall of \$35 million over the 20-year planning period. This makes it crucial for ICLTC and the jurisdictions to apply for competitive grants to fill the funding gap.

### **INYO COUNTY STRATEGIES TO REDUCE GHG EMISSIONS**

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

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

### **ENVIRONMENTAL IMPACT**

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

The RTP is a general planning document containing policies, guidelines, and lists of potential projects to meet regional transportation needs. Preparation and adoption of the RTP represents long-term



transportation planning for the Inyo County region, and by definition does not examine individual projects that would have individual impacts. Specific environmental impacts of projects discussed in the RTP will be addressed on an individual basis at the time of each project review. The Initial Study checklist found that there will be no significant environmental impact resulting from adoption of this plan.

Capital improvement projects identified in this RTP are unlikely to have a substantial impact on the level of Vehicle Miles Travelled (VMT) in Inyo County, as the majority of projects are roadway or bridge rehabilitation projects. The Olancha-Cartago four lane project will increase the capacity of the only section of US 395 in Inyo County which is still two lanes. The primary objective of the project is to address the high level of accidents along the corridor due to unsafe passing and is not likely to increase VMT significantly.

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As the Regional Transportation Planning Agency (RTPA) for the region, the Inyo County Local Transportation Commission (ICLTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) at least every five years. The RTP for the Inyo region was last updated in 2015. ICLTC chose to update the RTP every four years so that the City of Bishop and County of Inyo will only be required to update the Housing Element to their respective General Plan once every eight years. The Inyo County Housing Element was last updated in 2014 and the City of Bishop Housing Element is due for an update in 2020. The region is defined as geographic Inyo County, California. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region’s goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan.

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

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

The intent of this RTP is to provide the region with a coordinated transportation system and be a guideline for decision makers over the RTP plan period. A Draft RTP has been circulated for

public review and comment along with an accompanying environmental document. All appendices in the RTP are incorporated herein by reference. Acronyms and terms used in this RTP are listed and defined in Appendix A.

## **PLAN DEVELOPMENT REQUIREMENTS AND PROCESS**

### **State Planning Requirements**

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

- The Transportation Development Act of 1971 (SB 325) resulted in the formation of the ICLTC as the RTPA to administer and allocate funds provided by the Act.
- Assembly Bill 69, enacted in 1972, created Caltrans and established requirements for preparation and administration of State and Regional Transportation Plans. Under this law, each RTPA is required to prepare and adopt an RTP with coordinated and balanced transportation systems consistent with regional needs and goals.
- In 1997, the Transportation Funding Act (SB 45) mandated major reforms impacting many areas of transportation planning, funding, and development. This sweeping legislation overhauled the State Transportation Improvement Program (STIP), providing for greater “regional choice,” with 75 percent of the program’s funds to be divided by formula among the regions. Periodically, each RTPA selects projects to be funded from its STIP share and lists them in its Regional Transportation Improvement Program (RTIP). Every RTIP adopted by a local agency must be consistent with its RTP.
- California Government Code 14522 requires that the CTC develop RTP Guidelines to facilitate the preparation, consistency, and utilization of RTPs throughout the state. The most recent update to the RTP Guidelines was completed in 2017.

## **PARTICIPATION AND CONSULTATION PROCESS**

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

- The ICLTC, serving as the RTPA, includes three appointed representatives from the City of Bishop and three appointed representatives from the County of Inyo. The Caltrans District 9 Director is a non-voting ex-officio member of the LTC. The ICLTC is staffed by an Executive Director, Executive Secretary and other Inyo County or City of Bishop staff as necessary.

- The Social Services Transportation Advisory Council (SSTAC) is a transit specific advisory committee established by the Transportation Development Act (TDA). In Inyo County, the Council meets annually to discuss unmet transit needs particularly those of the disadvantaged.
- Caltrans is responsible for the design, construction, maintenance, and operation of the State Highway System and that portion of the Interstate Highway System within California. Enacted in 1972, Assembly Bill 69 set down the basic framework for Caltrans. Headquartered in Sacramento, Caltrans has twelve district offices throughout the state. Inyo County is located in District 9, with offices in Bishop. District 9 staff members serve as liaisons to the ICLTC.

### **Public and Stakeholder Involvement**

A public involvement program is required for each RTP and is intended to provide reasonable opportunity for citizens, private and public transit and freight operators, tribal governments, and other interested parties to participate early in the process. ICLTC RTP Public Involvement Procedures were originally developed for the 2009 RTP and presented in Appendix A. These procedures are consistent with the 2017 RTP Guidelines and were reviewed as part of this 2019 update. The 2019 RTP update public and stakeholder involvement included context sensitive solutions. A summary of public and stakeholder outreach for the 2019 Inyo RTP update is summarized below.

In accordance with the Public Involvement Procedures, the entities listed below were contacted for information, sent a link to the on-line Survey and invited to the public hearing:

- |  |  |
|--|--|
| • Tribal Entities                                    | • Public Transit Operators               |
| • Adjacent County RTPAs                              | • Private Transportation Operators       |
| • Local, State, and Federal Resource Agencies        | • Human Service Agencies                 |
| • Great Basin Unified Air Pollution Control District | • Transportation Related Advocacy Groups |
| • Truck Traffic Generators                           |  |

Appendix A also presents correspondence with agencies/stakeholders contacted as well as copies of flyers and advertising materials for public input. Table 1 below lists specific events in the participation/consultation process pertaining to this RTP. All groups contacted were provided extensive time to comment at the beginning of the planning process.

**TABLE 1: Participation Process During RTP Development**

Participant	Activity	Date
<b>Project Advisory Committee</b>	Project Kick-off Meeting	9/6/2018
<b>Tribal Governments</b> (NAHC, Benton Paiute, Big Pine Paiute, Bishop Paiute, Fort Independence, Lone Pine Paiute-Shoshone, Timbisha Shoshone)	Contacted Requesting Input and Sent Survey	September, October and November 2018
<b>Natural Resource Agencies</b> (BLM, USFS, NPS, CA Fish & Game, WQCB, APCD, LADWP)	Contacted Requesting Input and Sent Survey	September and October 2018
<b>Private Sector</b> Truck traffic generators, private transportation operators	Contacted Requesting Input	September 2018
<b>Adjacent RTPAs</b> Mono LTC, Kern COG, SBCTA, Nye County	Contacted Requesting Input	September and October 2018
<b>Public and Human Service Transportation Operators</b> ESTA, IMHA, ESAAA	Contacted Requesting Input and Invite to Public Workshop	September 2018
<b>Survey Distribution</b> Transportation Advocacy Groups, Human Service Agencies, Medical Services, Natural Resource Agencies, Tribes, Local Agency Staff	Sent Survey	September and October 2018
<b>Public Hearing</b> Draft RTP and Proposed Negative Declaration	ICLTC Meeting	June 19, 2019

**Tribal Governments**

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

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

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

each tribal entity were contacted and emailed a link to the 2015 RTP and request for input. Tribes were also personally invited to the public hearing of the Draft Plan.

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

### **Affected Regional Transportation Planning Agencies**

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

#### Kern Council of Governments

Kern Council of Governments (COG) staff indicated that the SR 14/US 395 corridor is important as it provides Kern County residents with access to multiple recreation destinations in the Eastern Sierra. As accidents continue to occur in the Olancha –Cartago 395 corridor, widening the highway to four lanes is still the top priority project for the region. Inyo County’s public transit system, Eastern Sierra Transit Authority (ESTA) travels between Lancaster, CA and Reno, providing Kern County residents with transportation to Eastern Sierra communities along with services and intercity travel options in the Sparks/Reno area. One important issue which will continue over the long term is the competition of Federal Highway Administration funding between RTPAs. There is also a current move toward Sustainable Growth Communities, (SGC), Active Transportation Program (ATP), and Cap and Trade funding programs that may impact the competitive funding actions of planning agencies. Kern COG would like to continue short and long range transportation planning efforts with the Eastern Sierra Planning Partnership.

## Mono County

Mono County representatives stated that the two counties and RTPAs have had a long standing history of productive teamwork and hopes that two counties continue their transportation planning relationship for roadways, public transit and non-motorized facilities. In addition, Mono County offered the following input going forward:

- Collaborate on improvements and planning efforts on roads of common interest;
- Participate in the Eastern California Transportation Planning Partnership, and continue multi-county MOUs for State Transportation Improvement Program (STIP) programming purposes;
- Share information on local initiatives, such as the ATV Adventure Trails, and address related signage concerns near the county boundary;
- Consider complimentary opportunities for scenic highway and scenic byway planning for Highway 395;
- Support common efforts to highlight and enhance community Main Streets situated along state highways, including recommendations from the Eastern Sierra Corridor Enhancement Plan;
- Address transit matters, such as recent transit plans and audits;
- Investigate participation in YARTS;
- Link our trail and bikeway plans;
- Address common regional transportation environmental issues, such as sage grouse, frogs and toads, and deer migration routes;
- Work with Caltrans on common planning studies, such as the origin and destination studies;
- Support Digital 395 and last mile provider infrastructure coordination.

## San Bernardino County Transportation Authority

From a transportation perspective, San Bernardino and Inyo counties are tied together primarily by US 395. Even though there is a section of US 395 in Kern County that separates the two counties, continuity of US 395 and improved safety are common goals. Most of US 395 in San Bernardino County remains two lanes, but SBCTA has a current project beginning



construction in 2019 to widen US 395 to four lanes between SR 18 and Chamberlaine Way in Adelanto. The project received funding assistance through a SB 1 grant under the Trade Corridor Enhancement Program. Funding is also being sought for widening of the segments to the immediate north and south. This, coupled with a Caltrans project to realign US 395 north of Adelanto to the county line with a new interchange at SR-58, would complete the San Bernardino County portions of US 395, better connecting Southern California with the recreational and scenic areas in the Eastern Sierra, and better accommodating the flow of goods. Additional widening of US 395 beyond four lanes could take place in Adelanto, Victorville, and Hesperia as development occurs. SBCTA appreciates the support Inyo County has provided for these improvements, and the two counties can be mutually supportive of state funding for safety and capacity improvements on US 395 in the future.

San Bernardino County population is expected to grow by about 30 percent between 2016 and 2045, from 2.14 million to 2.8 million, based on newly developed forecasts by SCAG and SBCTA. Together with overall growth in Southern California, this will increase the level of travel and tourism in the Eastern Sierra, making the highway improvements along US 395 even more important, along with Caltrans' continued maintenance of that facility. The RTP can express mutual support for the improvement and maintenance of US 395 together with lesser state highways such as SR 178 and SR 127. Continued attention to incident management and traveler information by the CHP and Caltrans is also important for recreational travelers and goods movement in this corridor, and work with the telecommunications providers to maintain consistent cellular coverage throughout the corridor will assist in this regard.

### **Environmental Agency Consultation**

The *2017 RTP Guidelines* identify that the RTP shall reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans. The following natural resource agencies/land holders were contacted for input. Relevant resource maps or plans were compared to this RTP. Copies of all correspondence can be found in Appendix A.

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

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

### Inyo National Forest

Inyo National Forest encompasses a significant proportion of the Eastern Sierra Nevada Mountains along with the White Mountains and a portion of the Inyo Mountains in Inyo County. Inyo National Forest was contacted to solicit input on the RTP process as well as emailed a link to the on-line survey directly. In the past the issue of limited parking at popular trailheads (such as Whitney Portal) as well as the need for increased connectivity between trailheads and Inyo County communities has been raised. The Forest Service is actively studying ways to increase circulation, improve parking and non-motorized access to popular trail heads. The Inyo National Forest Alternative Transportation Study and Whitney Portal Alternative Transportation Study were also reviewed. The Land Management Plan for Inyo National Forest is currently being updated and includes the goal to *“Seek to increase summer transportation systems to connect people to nature, improve personal health, and increase access for underserved communities, minorities and urban youth.”*

### Bureau of Land Management

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

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

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

## Death Valley National Park

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

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

## California Department of Fish and Wildlife

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

As a requirement for receiving funding under the State Wildlife Grants Program, states must develop a Wildlife Action Plan. In California the *California Wildlife: Conservation Legacy for Californians* was developed in 2015. This document along with the Transportation Planning Companion Plan was reviewed as part of the RTP process. There are three conservation challenges listed in the document which pertain to a discussion of regional transportation planning: growth and land use management, recreational pressures, and climate change.

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

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

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

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

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

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

- Lower Owens River Trail: A multi-use trail for motorized and non-motorized users along almost the entire length of the river in the project area using established roads and trails. Some of the USFS roads will require maintenance and grading.
- Kiosks and Staging Areas – Six locations including kiosk, gravel driveway and parking area.
- Directional Signage – Along US 395 at LORP gateway locations to direct users to the appropriate staging areas.
- Other hiking, biking trails and signage throughout the interior of the project area.

Representatives from LADWP were contacted for input and sent a link to the on-line survey. In the past, LADWP has provided detailed input for the 2008 Inyo County Collaborative Bikeways Plan and the 2015 RTP. Representatives indicated that the agency had no additional input for the 2019 RTP update. Copies of correspondence from LADWP are presented in Appendix A. LADWP's concerns can be summarized as follows:

- Right of way acquisition or dedication will be required for many of the proposed bicycle projects.

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

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

#### Great Basin Unified Air Pollution Control District

A description of air quality conditions and how they relate to regional transportation is included in the Air Quality Section of Chapter 2. The District responded to request for comments, expressing support for active transportation projects such bicycle path and sidewalk construction as these projects will reduce vehicle emissions, improve air quality and help reach climate goals.

#### Lahontan Regional Water Quality Control Board

The Lahontan Regional Water Quality Control Board responded to the proposed Negative Declaration circulated along with the 2019 RTP encouraging the ICLTC to take this opportunity to promote proper watershed management, support Low Impact Development and reduce the effects of hydromodification in the region. The Water Board recommended becoming an active stakeholder in the development of watershed management plans in the region as well as minimizing surface runoff during project construction through Low Impact Development strategies. Storm water management, such as the implementation of swales or vegetated infiltration basins, is an important consideration along roadways and applicable to this RTP. Hydromodification is the alteration of the natural flow of water through the landscape. It was recommended that guidelines be developed for reducing hydromodification when implementing transportation improvements. It was also noted that many activities included as a part of the various transportation improvement projects such as streambed alteration or land disturbance may require permits from the state and/or regional water quality boards.

The Policy Element includes an objective to provide clear direction to the ICLTC and local project implementing agencies when considering environmental impacts of transportation projects.

### **Public Transit Operators**

Inyo County is served by the Eastern Sierra Transit Authority (ESTA), and various human service transportation providers. ESTA provides public transit connections from as far south as Lancaster in Los Angeles County and north to Sparks in Nevada. ESTA staff was included in the stakeholder outreach process along with representatives of transportation providers for disabled or disadvantaged residents such as the Inyo Mono Association for the Handicapped and Eastern Sierra Area Agency for the Aging. Public transit regional transportation needs and issues are outlined in the modal discussion section of Chapter 3.

### **Private Sector**

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

### Truck Traffic Generators

Goods movement is an important part of the regional transportation system as well as the economic vitality of the region. The majority of goods movement in Inyo County is through truck traffic. There is one beverage distributor which generates roughly 100 - 300 trucks per day in Inyo County all on US 395. No major deficiencies in the regional transportation system were cited by the truck traffic generators.

### Private Transportation Operators

Inyo County has multiple private transportation providers who offer shuttle services to/from the many trailheads in the region and Inyo County communities. These shuttle services were contacted individually as well as included in the community survey outreach effort. One operator identified no major deficiencies in the roadways leading to trailheads with the minor exception of Onion Valley Road which narrows to one lane near the parking lot.

### **Community Input**

An important objective for this RTP update is to obtain input on the transportation planning process from a wide variety of Inyo residents. For this reason, a public outreach program was conducted starting early in the RTP process. A six question community survey was developed and posted on line. A direct link to the survey was emailed to a wide variety of groups for further distribution including: Project Advisory Committee, Native American Tribes, County Health and Human Services, Superintendent of Schools, bicycle advocacy groups, recreation

groups, disabled advocacy groups, private transportation providers, Chamber of Commerce, natural resource agencies, LTC commissioners and medical facilities. Additionally, notice of availability of the survey was advertised in the Inyo Register on two occasions. A total of 77 responses were received. Appendix A presents detailed results of the survey along with the distribution list and advertising materials. Below is a summary of input:

- The majority of respondents live in Bishop or Big Pine. Five of the respondents live in the Mammoth area in Mono County.
- Similarly, most respondents work in Bishop, with several working in Mammoth. Roughly 60 percent of respondents stated that they both live and work in the Bishop area.
- Respondents were asked in an average week what percentage of trips are made using various modes of transportation. Personal vehicle is used the most by respondents, with 40 percent of respondents stating that they use the personal vehicle for 100 percent of trips. Nearly half of respondents stated that they walk for at least 5 percent of their trips while another 28 percent bike for at least 5 percent of their trips. Public transit was the least popular mode of transportation among respondents with only 5 percent of respondents stating that they use public transit for at least 5 percent of their trips.
- Respondents were provided a list of transportation improvement project types and asked if \$100 were allotted to spend on transportation projects, how they would divide the money. The following lists transportation improvement projects in order of the proportion of total money allocated to that type of project:
  - Improve bicycle routes/paths (21.8 percent)
  - Overall public transit system (17.9 percent)
  - Improve local airport facilities (17.5 percent)
  - Maintain/reconstruct existing streets/roads (15.1 percent)
  - Improve/expand sidewalks, crosswalks and other pedestrian facilities (13.6 percent)
  - Improve streetscape to make communities more attractive and inviting (8.6 percent)
  - Increase the capacity of state highways (4.6 percent)
  - Build new local roads (0.8 percent)
- Respondents were provided a list of common transportation issues and asked about their level of concern for each issue. Those issues which ranked the highest as “very concerning” or “somewhat concerning” in order of concern were:
  - Impact of "through traffic" that doesn't stop in local communities
  - Not enough or poor condition of bicycle paths
  - No commercial service at Bishop Airport
  - Unsafe conditions for children travelling to school
  - Unsafe intersections on State Highways
  - Too much truck traffic



- Not enough or poor conditions of sidewalks/crosswalks
  - Pavement conditions on local streets and roads
  - Unsafe conditions on local roads
  - Congestion on US 395
  - Poor street lighting
  - Traffic congestion on local roads
  - Not enough or unsafe/uncomfortable bus stops
  - Insufficient motorized recreational trails
- Specific comments and suggestions are presented in Appendix A but reinforce the list of concerns above. Common comments are to reduce truck traffic in Inyo County communities, increase safety for bicyclists and pedestrians and implement commercial air service at the Bishop Airport.

### *Active Transportation Survey*

Inyo County conducted a small survey specifically for active transportation needs in August of 2018 (Results in Appendix A). The 30 responses to this survey echo some of the same non-motorized transportation needs as the community survey described above. Respondents' top three improvements which would encourage more walking or biking were:

- Separated bicycle paths
- Striped bicycle lanes
- Continuous sidewalks

To increase public awareness of the project, the Draft RTP was posted on the Inyo County website for over 30 days and all parties included on the survey distribution list were notified of the Draft Plan's availability. A public hearing on the Draft RTP and associated environmental document was held as part of a regularly scheduled ICLTC meeting in June.

## **SOCIAL EQUITY AND ENVIRONMENTAL JUSTICE CONSIDERATIONS**

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

Approximately 10.8 percent of Inyo residents were living in poverty for at least a 12-month period, according to the 2012 – 2016 American Community Survey. This is less than the statewide poverty rate of 15.8 percent during that period. Poverty rates by city are available for the same time period and demonstrate that the City of Bishop had a higher poverty rate of 13.5 percent. Approximately 21.1 percent of the Inyo County population is Hispanic, while 11.4



percent are Native American, 1.2 percent are Asian, and less than one percent are African American. Table 2 presents median household income for Inyo County by census tract. As shown, median income in Census Tract 4, City of Bishop, Census Tract 1, East of Bishop and the census tract which encompasses Lone Pine, Furnace Creek, Tecopa, and Shoshone was less than 80 percent of the statewide median income. With respect to the Bishop area, the reader should note that the incorporated part of Bishop represents a smaller population than the unincorporated areas (East and West Bishop).

**TABLE 2: Inyo County Median Household Income**

<b>Area</b>	<b>Median Income<sup>(1)</sup></b>	<b>% of Statewide Median</b>
<i>Statewide</i>	\$63,783	--
Census Tract 1 - Inyo County East of Bishop	\$44,886	<b>70.4%</b>
Census Tract 2 - Inyo County West of Bishop	\$84,531	132.5%
Census Tract 3 - West Bishop	\$89,833	140.8%
Census Tract 4 - City of Bishop	\$38,476	<b>60.3%</b>
Census Tract 5 - Big Pine, Independence	\$54,423	85.3%
Census Tract 8 - Lone Pine, Shoshone, Valley Wells, Furnace Creek	\$36,000	<b>56.4%</b>

Note 1: Median income in the past 12 months in 2016 inflation adjusted dollars  
**Bold** indicated Census Tract meets Disadvantaged Community criteria

The Action Element of this RTP does not include new roadways or projects that would displace underrepresented groups or decrease access to transportation. The Action Element includes capital improvement projects which will increase mobility for residents with no vehicle available to them such as maintaining a safe and reliable public transit fleet and expanding the bicycle and pedestrian facilities network. Public outreach for the RTP considered social equity factors. Direct links and notification of the community survey were sent to leaders of social service programs, disabled advocacy organizations as well as the tribes. Additionally, the Inyo County Coordinated Public Transit Human Services Transportation Plan was reviewed in development of this RTP to ensure that this document addresses the mobility needs of the low income and elderly population.

**REPORT ORGANIZATION**

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

- **Modal Discussion** – The RTP must address the needs and future vision for each transportation mode separately. In Inyo County this includes: state highways, local

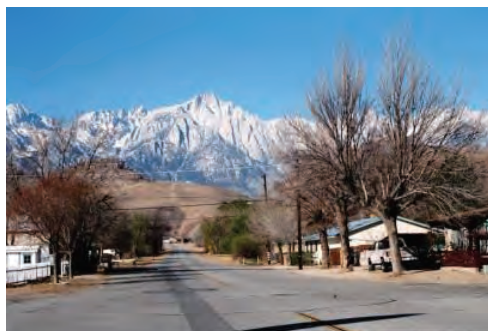
- streets and roads, public transit, active transportation facilities, goods movement, aviation facilities and recreational trails.
- The **Policy Element** summarizes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates.
- The **Action Element** identifies plans to address the needs and issues for each transportation mode in accordance with the goals, objectives, and policies set forth in the policy element.
- The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the action element. The intent is to define realistic financing constraints and opportunities.

## COORDINATION WITH OTHER PLANS AND STUDIES

The RTP Guidelines recommend that the circulation elements of the general plans within a region are consistent with the RTPs in the region. The goals, policies, and objectives of this RTP are consistent with the goals in the Transportation and Circulation Elements of both the Inyo County General Plan and the City of Bishop General Plan. The primary goals and objectives of other important documents have been incorporated into the RTP including: Inyo Mono Coordinated Public Transit Human Services Transportation Plan (2014); Inyo County Active Transportation Plan (2015); Eastern Sierra Corridor Enhancement Plan (2010); Inyo County Collaborative Bikeways Plan (2008); Bishop Reservation Pedestrian and Bicycle Safety Plan (2007); and the Bishop Paiute Reservation Long Range Transportation Plan (2013). Information for the state highway system was developed in coordination with Caltrans District 9. Transportation Concept Reports for all state highways were used as a reference for existing and future transportation conditions.

## **REGIONAL CHARACTERISTICS**

Inyo County is located in the easternmost portion of central California (as shown in Figure 1) and generally spans the southeastern length of Sierra Nevada Mountains between Bishop on the north and just north of Walker Pass on the south. The county is bordered by the State of Nevada to the east, Mono County to the north and San Bernardino and Kern Counties to the south. Although Tulare and Fresno Counties technically border Inyo County to the west, the Sierra Nevada Mountains form a geographic barrier to surface transportation. Inyo County's landscape includes the low desert of Death Valley, the high desert of the Owens Valley and the dramatic escarpment of the eastern High Sierra, including Mt. Whitney at an elevation of 14,505 feet. The City of Bishop is the only incorporated city in the region. Other major communities within the county include Big Pine, Independence, Lone Pine, and Shoshone.



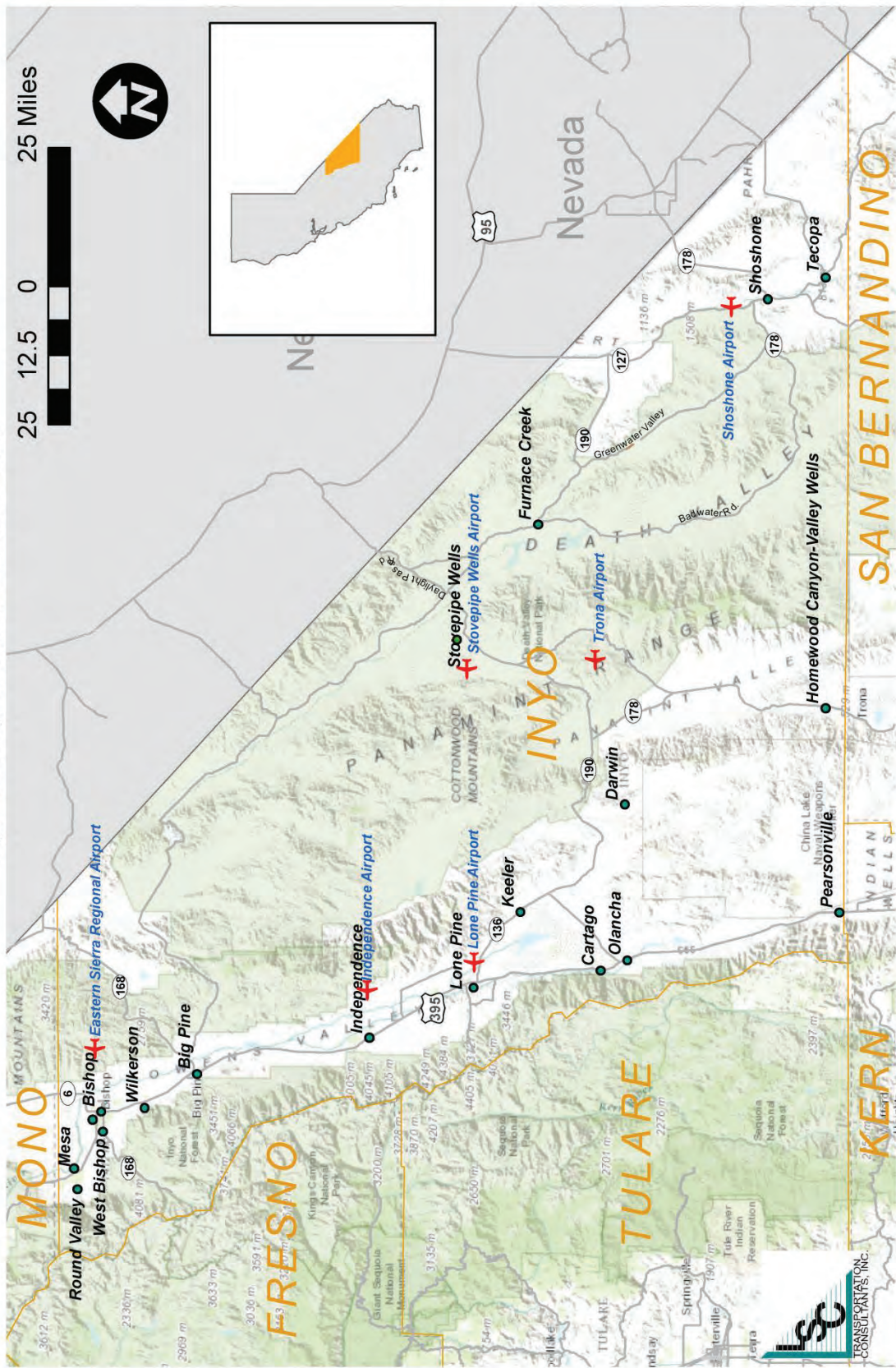
US 395 is the primary roadway for the majority of the county's population and runs north to south connecting the county with Mono County and the urban areas of Reno, Nevada to the north and the greater Los Angeles area to the south. There is no state highway in the study area which crosses the Sierra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

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

### **Population**

According to the US Census 2017 American Community Survey Annual Population Estimates, Inyo County has a total population of 18,026 people. This represents a 2.8 percent decrease from 2010 Census counts. Of this total, roughly 3,832 people live in the City of Bishop.

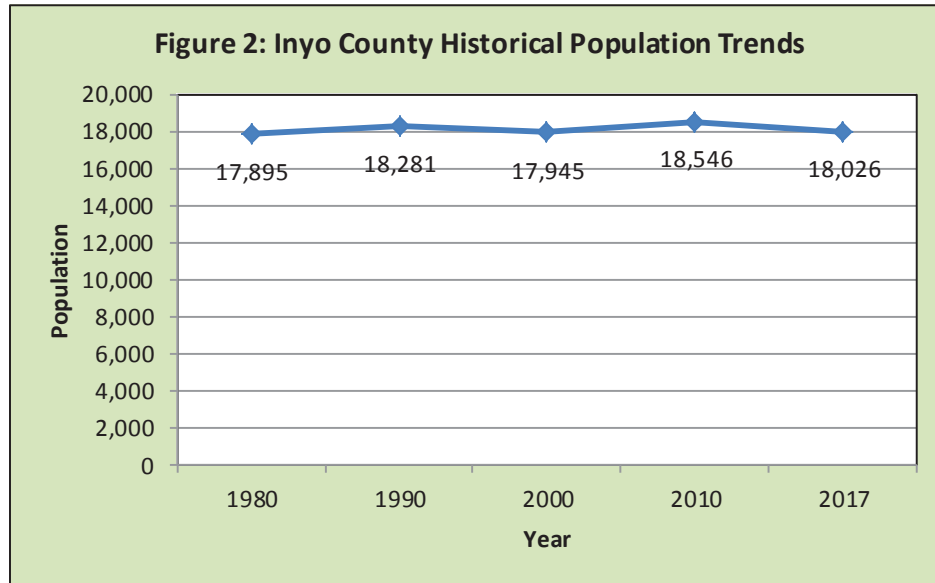
Figure 1  
Inyo County Site and Location Map





## Historical Trends

As shown in Figure 2, the estimated 2017 Inyo County population is below 1990 levels recorded by the US Census by 1.4 percent and only 0.7 percent above 1980 levels. Overall, the Inyo County population has not changed significantly over the past 37 years.



## Population Characteristics

Table 3 presents demographic characteristics for Inyo County according to the 2016 American Community Survey. According to this data, predominate ethnicities are White (64 percent), Hispanic (21.1 percent), and Native American (10.7 percent). Roughly 4.7 percent of the County speaks English less than “very well.” Just over 20 percent of the population in Inyo County was age 65 and older in 2016.

**TABLE 3 : Inyo County 2016 Demographic Estimates**

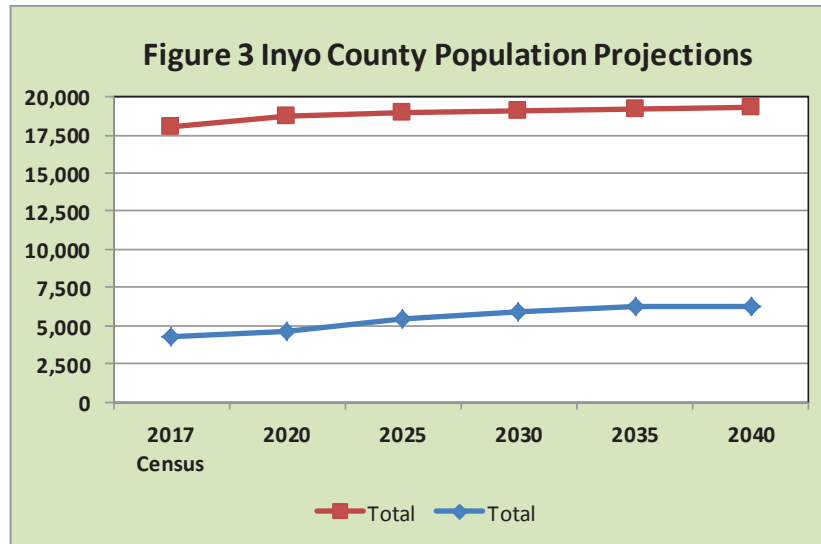
	Total	Race						Speak English Less Than "Very Well"	Age 65 and Above
		White Alone	Hispanic	Asian	African American	American Indian	Other/ Multirace		
Number of Persons	18,326	11,733	3,867	222	179	1,969	356	868	3,953
% of Population	–	64.0%	21.1%	1.2%	1.0%	10.7%	1.9%	4.7%	21.6%

Source: US Census American Community Survey 2012-2016 5 Year Estimates.

## Population Trends and Projections

The California Department of Finance (DOF) provides population projections for California cities and counties. The California DOF estimates that Inyo County population will grow at a rate of .02 percent annually over the next twenty years. By 2037, the Inyo County population is forecast to be 19,255. It should be noted that the DOF projections typically struggle with population estimates for Inyo County likely because the lack of privately owned land and geographical constraints. Since the 1980 census, the County has only had a population growth of 0.7% (17,895 to 18,026).

The growth of the elderly population is an important consideration in terms of public transit needs. According to California Department of Finance projections, the proportion of the Inyo County population age 65 and older will increase from 4,249 in 2017 to 6,258 in 2040 or by roughly 47 percent, a greater rate than the total population (Figure 3). The population 85 and older will increase by 98 percent by 2040 (Table 4).



**TABLE 4: Inyo County Population Projections**

Year	Total Population			Ag 65 +			Age 85 +		
	Total	Change #	Annual %	Total	Change #	Annual %	Total	Change #	Annual %
2017 Census	18,026	--	--	4,249	--	--	660	--	--
2020	18,724	698	1.27%	4,630	381	2.90%	626	-34	-1.75%
2025	18,947	223	0.24%	5,403	773	3.14%	687	61	3.15%
2030	19,118	171	0.18%	5,940	537	1.91%	809	122	5.60%
2035	19,238	120	0.13%	6,203	263	0.87%	1,045	236	8.91%
2040	19,259	21	0.02%	6,258	55	0.18%	1,307	262	7.74%

Source: CA DOF, 2018

## Native American Tribes

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

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

## Visitor Statistics and Travel Patterns

US Census data do not reflect the high level of visitors to the region who also impact the regional transportation system. Death Valley National Park alone serves on average 967,286 visitors annually between 2000 – 2017. SR 190 transects the Park as it runs from Olancho to the intersection of SR 127 at Death Valley Junction, north of Shoshone. SR 178 connects Ridgecrest to the Park while Nevada State Routes 267, 374, 372, 178 and 373 provide access to the park from the east. The shortest route from Las Vegas is to take Old Spanish Trail to Badwater. This route has caused truck issues on the roadway is not designed for truck traffic. Touring cyclists also use this route as they travel between Las Vegas and Lone Pine. Daylight Pass and Stateline Roads, both part of the County’s *Maintained Mileage System*, provide access from Death Valley National Park to Nevada. The pavement on Stateline Road is deteriorating.

According to National Visitor Use Monitoring (NVUM) surveys conducted in Inyo National Forest, in Fiscal Year 2016 there were roughly 2.3 million total estimated national forest visits. The surveys also indicated that the most popular activities within the National Forest are: viewing natural features (45 percent), hiking/walking (44 percent) and relaxing (34 percent). It is worth noting that 23 percent of respondents included “driving for pleasure” as one of their activities in the National Forest. This underscores the importance of maintaining good roadways

leading to and within the National Forest system. US 395 is the primary roadway of travel for summer visitors with SR 168, SR 190 (Death Valley) and other county roadways which access trailheads and recreation destinations. Examples include Whitney Portal Rd, Onion Valley Rd, South Lake Road and Glacier Lodge Rd.

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

The *2011 US 395 Origin and Destination Study* found that over 60% of surveyed travelers entering the area described recreation as the main purpose of their trip. Due to the rural nature of the region and mountainous topography, the automobile is the primary mode of transportation for both residents and visitors. This is not anticipated to change over the planning period.

## **Housing**

The US Census 2017 American Community Survey estimated that there were a total of 9,571 housing units in Inyo County. This represents a growth of 93 housing units, or approximately 1 percent from 2013. Additionally, approximately 1,598 units, or 17.0 percent, are considered vacant. There are roughly 2 persons per occupied household.

## **Economic Base**

According to the 2012 – 2016 American Community Survey, the largest employment industries in Inyo County are educational services, health care and social assistance, arts/entertainment/recreation/accommodation/food services and retail trade. Major employers include the land management agencies, school districts, hospitals, Inyo County and City of Los Angeles.

The California Employment Development Department estimates that there were 8,300 employed individuals living in Inyo County in 2017. During the same year, the unemployment rate in Inyo (not adjusted seasonally) was 4.4 percent. This represents a decrease in unemployment from 2013 levels (8.8 percent). The County's unemployment rate is slightly lower than the California statewide average, which was 4.8 percent for the same period in 2017.

The Caltrans Long-Term Socio-Economic Forecast for Inyo County projects that, between 2017 and 2022, the number of jobs in Inyo County is expected to grow by 0.4 percent annually, with most increases occurring in manufacturing, professional and business services, wholesale and retail trade, and leisure services. The County is considering 29 licenses for marijuana dispensaries which may alter the business make up slightly. Relating economic conditions to transportation needs, an efficient and safe roadway and bicycle network will encourage tourism and recreational travel as well as provide safe and efficient travel routes for agriculture and other goods movement.



## **Income**

Table 2 above presents the median household income by census tract for Inyo County along with the percentage of the statewide median income. As of 2016 (the most recently available data), the median household income for Census Tract 1 (Inyo County east of Bishop), Census Tract 4 (which includes the City of Bishop area) and Census Tract 8 (which extends from Lone Pine across Death Valley to Shoshone) is less than 80 percent of the statewide median income, which qualifies the area as a disadvantaged community. According to the Caltrans Long-Term Socio-Economic Forecast for Inyo County average salaries are currently below the California state average, and will remain so over the next five years.

## **Commute Patterns**

The US Census Bureau's Center for Economic Studies Longitudinal Employer Household Dynamics dataset offers the most recent commute pattern data statistics (2015). It should be noted that this data reflects all persons reporting their work location, regardless of how often they commute. As such, this data source can be misleading in that it includes persons that only report to their work location infrequently. However, it is the best commute data available for Inyo County. According to the data in Table 5, 55.1 percent of employed people who live in Inyo County also work in the County. Around 700 employees travel north to Mono County while another 300 travel from Mono County to work in Inyo County. There are around 266 Inyo County residents who commute to Kern County. As there are no roadways travelling directly from Inyo County to Fresno County, it is likely that the 331 Inyo residents working in Fresno County work for a land management agency with a corporate address in Fresno. A fair number of Kern County (262) and San Bernardino County (159) residents travel to Inyo County for work.

The City of Bishop is the most common census place of employment for Inyo County residents (2,322). If the census places of Dixon-Lane/Meadow Creek and West Bishop are included, a total of 2,646 Inyo County residents work in the Bishop area. Another 537 work in Mammoth Lakes and 333 work in Lone Pine. The largest concentration of Inyo County employees live in the Bishop area (2,479). Other concentrations of Inyo County employees, yet much smaller, live in Big Pine (297), Lone Pine (284) and Pahrump, Nevada (154).

The 2012-2016 American Community Survey conducted by the US Census Bureau provides additional commute data for Inyo County, including means of transportation to work and travel times. According to the survey, 69 percent of workers drove alone, 11.5 percent carpooled, 3.9 percent worked from home, 8.3 percent walked, 1.1 percent used public transportation, 5.6 percent bicycled and 0.5 percent used other means. This represents a slight decrease in the proportion of residents driving alone to work and using one of the other modes from the previous RTP update. Census data shows that commute times are not significantly long for Inyo County employees. The mean travel time to work was 16.5 minutes; this is 2 minutes longer than three years previous. The City of Bishop is relatively compact and therefore has a higher bicycle commute mode split of 13.1 percent.

**Table 5: Inyo County Commute Patterns**

# Persons % of Total			# Persons % of Total		
<b>Census Place of Employment for Inyo County Residents</b>			<b>Census Place of Residence for Inyo County Workers</b>		
Bishop, CA	2,322	30.1%	Bishop city, CA	1,007	14.6%
Mammoth Lakes, CA	537	7.0%	West Bishop CDP, CA	762	11.0%
Lone Pine CDP, CA	333	4.3%	Dixon Lane-Meadow Creek CDP, CA	710	10.3%
Dixon Lane-Meadow Creek CDP, CA	130	1.7%	Big Pine CDP, CA	297	4.3%
Fresno City, CA	184	2.4%	Lone Pine CDP, CA	284	4.1%
West Bishop CDP, CA	194	2.5%	Pahrump CDP, NV	154	2.2%
Independence CDP, CA	257	3.3%	Wilkerson CDP, CA	125	1.8%
Big Pine CDP, CA	98	1.3%	Ridgecrest city, CA	77	1.1%
Sacramento, CA	115	1.5%	Independence CDP, CA	122	1.8%
All Other Locations	3,538	45.9%	Round Valley CDP, CA	106	1.5%
<i>Total Number of Persons</i>	7,708		All Other Locations	3,269	47.3%
			<i>Total Number of Persons</i>	6,913	
<b>County of Employment for Inyo County Residents</b>			<b>County of Residence for Inyo County Workers</b>		
Inyo County, CA	4,259	55.3%	Inyo County, CA	4,259	61.6%
Mono County, CA	700	9.1%	Mono County, CA	299	4.3%
Fresno County, CA	331	4.3%	Kern County, CA	262	3.8%
Kern County, CA	266	3.5%	San Bernardino County, CA	159	2.3%
Sacramento County, CA	222	2.9%	Los Angeles County, CA	160	2.3%
Tulare County, CA	190	2.5%	Nye County, NV	193	2.8%
Santa Clara County, CA	190	2.5%	Fresno County, CA	155	2.2%
Monterey County, CA	124	1.6%	Clark County, NV	188	2.7%
San Joaquin County, CA	123	1.6%	Sacramento County, CA	93	1.3%
Stanislaus County, CA	100	1.3%	San Joaquin County, CA	89	1.3%
All Other Locations	1,203	15.6%	All Other Locations	1,056	15.3%
<i>Total Number of Persons</i>	7,708		<i>Total Number of Persons</i>	6,913	
<i>Source: LEHD On the Map - Work and Home Destination Analysis, 2015 CDP = Census Data Place</i>					

## PUBLIC HEALTH AND HEALTH EQUITY

Appropriate transportation improvement projects can have a positive impact on overall public health. As such, public health and health equity should be factored into regional transportation improvement decision making. Improvements to existing bicycle paths and sidewalks will increase the safety and appeal of the facility, thereby encouraging more users. New facilities provide a safe active transportation alternative to driving. Roadway or streetscape improvements which slow down vehicle traffic will also make residents feel more comfortable

walking or biking. In a modern society with computers and cell phones, providing opportunities for people to walk or bike is becoming increasingly important for public health.

A variety of health statistics for the Bishop Area and Inyo County gathered from kidsdata.org and the community demonstrate that Inyo ranks below than the statewide average for certain health statistics.

- Around 40 percent of middle school students in Inyo County (including Bishop Unified School district) are considered overweight or obese. This is similar or slightly above the statewide average.
- Only 19 percent of 9th graders in Inyo County meet fitness standards; whereas 38 percent do statewide.
- Per the Toiyabe Indian Health Clinic, roughly 16 percent of the Native American community has diabetes and 60 percent is physically inactive.

When making transportation funding decisions, decision makers should consider how each project impacts public health and include public health organizations in public outreach efforts. For this RTP process, the community survey was emailed directly to public health organizations such as Toiyabe Indian Health Clinic, local hospitals and County Health and Human Services Department.

## **TRANSPORTATION LAND USE INTEGRATION**

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

In Inyo County, development is generally limited to areas within the borders of already developed communities, as a high proportion of other land in Inyo County is owned by public agencies. Less than two percent of land in the county is under private ownership. At this time there is no significant growth expected in the county over the next 20 years. The southeastern portion of the county may see development pressure in the future as growth spills over from Nevada, though water availability in this portion of the County is limited. Over the next 20 years, there may also be an increase in solar facilities in the county. A small amount of housing

development may occur in the City of Bishop as the city is investigating constructing a 70-unit affordable housing complex and also processing a 15-unit Tentative Tract Map.

The Bishop Paiute Tribe has plans for a new 400 home development on the reservation. The new homes will need roads. Tribal Transportation needs and projects are discussed later in this document.

## ROADWAY TRANSPORTATION SYSTEM DESCRIPTION

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



### State Highways

The state highways transecting Inyo County are described below.

**US 395** – This state highway is the major north–south roadway connecting Inyo County to Mono County and Reno, Nevada in Washoe County to the north and the Los Angeles Basin to the south. Most Inyo communities are located on or near US 395. These include Bishop, Big Pine, Independence and Lone Pine. US 395 is designated as a Principal Arterial and is part of the National Highway System. Recreational traffic and goods movement are currently and will continue to be the major sources of traffic on the highway. US 395 is designated as a High Priority Interregional Highway in the Interregional Transportation Strategic Plan (ITSP). According to the Transportation Concept Report, the concept for the US 395 corridor includes four-lane expressway and four-lane conventional roadway from the San Bernardino/Kern county line to Lee Vining in Mono County. Traffic volumes on US 395 are affected more by recreational traffic rather than commute traffic.

For the majority of the route, there is no bikeway designation. The only bike lanes that exist on US 395 are within the communities of Bishop and Bridgeport. There are currently Tesla public charging stations for electric vehicles along US 395 just north in Mono County as well as at the Film Museum in Lone Pine. Sidewalks exist within the major communities along the US 395 corridor (Bishop, Big Pine, Lone Pine, and Independence. Outside of the communities, there are no pedestrian facilities, linking destinations.

US 395 is part of the STAA legal truck network meaning that trucks with approved kingpin-to-rear-axle dimensions can safely travel the route. STAA truck dimensions are the typical size for trucks travelling interstate. Caltrans will be installing public charging stations at Coso and Division Creek Roadside Safety Rest Areas. US 395 is also part of American Society of State Highway and Transportation Officials (ASSHTO) and Adventure Cycling proposed designated bike route USBR 85 travelling from the Canadian border to the Mexican border.

**US 6** – Highway 6 is classified as a rural minor arterial and travels from US 395 in Bishop, through Mono County to Nevada. The highway also intersects with SR 120 in Mono County. It is a two-lane highway which provides important connections to employment, goods and services in Bishop for residents in the Benton and Chalfant areas of Mono County. Eastern Sierra Transit Authority (ESTA) offers a lifeline route between Benton and Bishop on US 6 two times a week. US 6 is an alternative route to US 395 between Bishop and Mammoth Lakes. This Principal Arterial serves commuters, goods movement, agriculture and recreational day use. As part of the Strategic Highway Corridor Network (STRAHNET), US 6 is part of a highway network which provides defense access, continuity, and emergency capabilities to military bases for defense purposes.

There are no bicycle facilities along Highway 6 and shoulder width varies from 4 to 8 feet with wider shoulders in and around Bishop, Chalfant and Benton. There are no sidewalks except for the first 400 feet in Bishop.

US 6 is part of the national STAA network. Most of the freight on US 6 flows between southern California, northern Nevada and Idaho. Caltrans and the City of Bishop are continuing to explore ideas to improve the irregular US 6 and Wye Road intersection. Complications include a plan by Inyo County to construct a County court and court services as well as informal truck parking on the north end of the intersection along the shoulders.

**SR 127** – SR 127 connects I15 in San Bernardino County to Nevada. This two lane rural minor arterial travels through the Inyo County community of Shoshone and intersects SR 190 at Death Valley Junction. The route travels through the small communities of Baker, Shoshone and Tecopa and serves local and interregional traffic, good movement and access to recreation. The highway is very rural and does not include traveler services for up to distances of 57 miles.

As little growth is expected in this area, the concept for SR 127 is to continue maintenance efforts and widen shoulders. SR 127 is a STAA Terminal Access Route as it provides access to Death Valley and natural resources. There are essentially no bicycle and pedestrian facilities along this route.

**SR 136** – SR 136 begins/ends at US 395 south of Lone Pine and travels along the north side of Owens Lake until it intersects with SR 190. The facility is a two lane rural minor arterial which provides access to the historic sites of Dolomite, Swansea, and Keeler and is a gateway to Death Valley. Only California Legal size trucks are allowed on this facility. The Eastern Sierra Interagency Visitor Center, where all Mt. Whitney wilderness permits must be obtained is located at the intersection of US 395 and SR 136. There are no bicycle or pedestrian facilities, and shoulders are not more than one foot wide. The TCR recommends shoulder widening and rumble strips when the facility is scheduled for rehabilitation. As Lower Owens River Project (LORP) improvements are implemented there may be a need for increased recreational signage.

**SR 168** – The SR 168 segment west of Bishop travels between the popular high elevation recreation area around Lake Sabrina and US 395 in Bishop. During the winter months only the

section between Aspendell and Bishop is plowed. This section of roadway is two lanes with grades up to 6 – 8 percent and classified as a rural major collector. Near Bishop the two-lane facility includes a two-way left turn lane and is a designated bicycle route. The section from Sabrina Road to PM 16.34 near Brockman Lane is designated as a state scenic highway and a section of the eastern SR 168 is part of the National Forest Scenic Byway. After a break in the highway, SR 168 continues east from US 395 from the community of Big Pine. This section is classified as a rural minor arterial and provides access to the ancient bristlecone pine forest before continuing to Mono County.

Future potential projects include a “road diet” in the City of Bishop, creating a continuous sidewalk network, widen shoulders, and signal at See Vee Lane and improving ADA access. In an effort to reduce congestion of SR 168 in central Bishop, there are concepts to increase travel options through the city by constructing new local roads.

**SR 178** – Located in the southeastern portion of the county, the Inyo County portion of SR 178 travels between the eastern boundary of Death Valley at Badwater Road through Shoshone to Pahrump, Nevada. The segment between Death Valley and SR 127 is part of the STRAHNET network and is classified as a rural major collector. Only California Legal trucks are allowed to travel on SR 178 within Inyo County. There is an unconstructed section that would connect San Bernardino and Inyo Counties through Death Valley and make the highway continuous. At this time there is no definitive plan for the exact alignment or actual construction date. There are no bicycle or pedestrian facilities along the roadway in Inyo County.

**SR 190** – SR 190 travels along the south side of Owens Lake near Olancho and terminates at Death Valley Junction with SR 127. This highway is the gateway to Death Valley and is classified as a rural minor arterial. As such, the facility is subject to extreme environments such as flooding and heat which have direct impacts on pavement conditions. The majority of the facility is part of the California Legal Truck network and the section from the junction with SR 136 to Panamint Valley Road is California Legal Advisory. SR 190 within Death Valley National Park is designated a state scenic byway and a national scenic byway. The facility is Death Valley National Park’s only continuously paved west-to-east thoroughfare. Also, it provides lifeline accessibility for rural communities in and near DVNP to emergency services in the Owens Valley. Transportation needs are drainage improvements, curve realignments, shoulder widening and scenic pullouts. Recently bicycle touring from Las Vegas to Yosemite National Park to San Francisco is becoming more popular. SR 190 is part of this route and has limited or shoulders making safety for non-motorized users a concern.

### **Other Regionally Important Roads**

A significant percentage of interregional travelers to and through Death Valley National Park use one or more roads that are not on the State Highway system. These roads include: Stateline Road, Panamint Valley Road, Old Spanish Trail Highway and Trona – Wildrose Road (part of the Inyo County Maintained Mileage System) and also Badwater Road, Scotty’s Castle Road, and Daylight Pass Road (maintained by DVNP). These routes serve as part of the interregional



network through the county. With new signage on the I-15 freeway in Las Vegas directing travelers to access DVNP via SR 160 in Nevada and Stateline Road, it is likely that traffic on this route will increase.

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

### **Interregional Transportation Strategic Plan**

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

The 2018 Interregional Transportation Improvement Program (ITIP) is a program of projects funded through the state gas tax. The ITIP has three simple objectives:

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

The Olancha-Cartago 4 lane project is part of the 2018 ITIP.

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

### **Traffic Volumes**

Annual Average Daily Traffic (AADT) is defined as the total volume of traffic (sum of both directions) over the year divided by 365 days. The Caltrans traffic count year is from October 1 through September 30. Traffic counting is generally performed by electronic counting instruments, moved to consistent locations throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to reflect an estimate of annual



average daily traffic by compensating for seasonal fluctuation, weekly variation, and other variables that may be present. AADT is used to present a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

The highest AADT volume in Inyo County in 2016 (the latest year for which data was available) was observed in Bishop along US 395 at the intersection with SR 168 (15,600), as shown in Table 6 and Figure 4. The lowest traffic volumes occurred on SR 168 at the Inyo Mono County line in Fish Lake Valley (170).

Highway / Counter Location	2003	2004	2006	2008	2011	2013	2014	2015	2016	Change: 2003 - 2016		
										#	%	Annual %
<b>US 6 at:</b>												
Jct. US 395	3,750	3,750	3,800	3,700	3,610	3,550	3,500	3,250	3,700	-50	-1.3%	-0.1%
Silver Canyon Rd	1,950	2,020	2,050	1,900	1,900	2,100	2,100	2,255	2,400	450	23.1%	1.8%
<b>SR 127 at:</b>												
Old Spanish Trail	-	-	1,000	700	700	700	700	670	730	-	-	-
Shoshone, South Jct SR 178	950	900	1,000	850	850	790	790	860	820	-130	-13.7%	-1.1%
Shoshone, North Jct SR 178	300	300	330	250	280	280	280	310	440	140	46.7%	3.6%
South of Stateline Rd	750	1,000	1,000	1,200	1,170	1,170	1,170	1,170	1,170	420	56.0%	4.3%
Jct. SR 190	700	700	650	650	590	580	630	660	730	30	4.3%	0.3%
Nevada State Line	700	700	650	650	590	560	600	620	670	-30	-4.3%	-0.3%
<b>SR 136 at:</b>												
Jct. US 395	500	600	650	600	540	540	610	710	770	270	54.0%	4.2%
Jct. SR 190	400	400	450	420	430	430	490	530	580	180	45.0%	3.5%
<b>SR 168 at:</b>												
South Lake Rd	330	600	600	550	550	550	550	530	680	350	106.1%	8.2%
Otey Road	--	--	--	--	1,230	1,210	1,210	1,210	1,200	--	--	--
Brockman Lane	6,600	6,750	6,600	6,350	6,300	6,250	6,250	6,330	6,600	0	0.0%	0.0%
Jct. US 395	8,900	9,000	8,400	8,200	8,000	7,700	7,650	7,690	8,200	-700	-7.9%	-0.6%
Inyo/Mono County Line	-	-	-	420	160	170	170	170	170	-	-	-
<b>SR 178</b>												
Death Valley, South Boundary	120	120	280	250	250	250	250	250	250	130	108.3%	8.3%
Nevada State Line	850	850	850	850	820	780	790	840	880	30	3.5%	0.3%
<b>SR 190</b>												
Olancha, Jct. US 395	330	330	330	300	230	240	240	240	240	-90	-27.3%	-2.1%
Jct SR 136	400	400	450	500	520	540	615	640	740	340	85.0%	6.5%
Stovepipe Wells	1,350	1,050	1,050	900	900	900	900	900	900	-450	-33.3%	-2.6%
Scotty's Castle Rd	810	810	810	810	810	810	810	810	810	0	0.0%	0.0%
Beatty Cutoff Rd	1,600	1,250	1,250	1,250	950	920	920	1,050	1,030	-570	-35.6%	-2.7%
Furnace Creek Ranch	1,350	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	-300	-22.2%	-1.7%
Bad Water Rd	1,000	1,000	1,000	1,000	1,000	1,000	1,270	1,270	1,270	270	27.0%	2.1%
Death Valley Jct, SR 127	700	650	650	700	850	860	905	980	1,450	750	107.1%	8.2%
<b>US 395 at:</b>												
Jct. SR 190	6,000	6,200	6,200	5,600	5,600	5,500	5,500	5,800	6,700	700	11.7%	0.9%
Jct. SR 136	6,000	6,400	7,400	6,700	6,600	6,500	6,650	7,030	7,800	1,800	30.0%	2.3%
Lone Pine, Whitney Portal Rd	6,000	6,300	6,700	6,000	6,500	6,500	6,500	6,500	6,500	500	8.3%	0.6%
Pangborn Lane	6,300	6,300	6,700	6,150	6,000	6,000	5,900	6,200	7,000	700	11.1%	0.9%
Independence, Market St	6,300	6,800	6,800	6,400	6,300	6,300	6,250	6,250	7,300	1,000	15.9%	1.2%
Independence, Maintenance Station	6,300	6,300	6,400	6,000	6,050	6,300	6,300	6,300	6,300	0	0.0%	0.0%
Big Pine, SR 168 Northeast	7,400	8,400	8,300	7,800	7,800	7,700	7,700	7,700	7,700	300	4.1%	0.3%
Bishop, South Street	14,000	14,500	14,000	13,000	12,650	12,400	12,400	12,400	12,400	-1,600	-11.4%	-0.9%
Bishop, SR 168 West	16,900	17,300	14,150	15,500	15,200	14,900	14,800	15,100	15,600	-1,300	-7.7%	-0.6%
Jct. US 6	14,100	14,100	14,150	16,000	13,200	13,100	13,100	13,100	13,100	-1,000	-7.1%	-0.5%
Bishop Bike Path	13,500	13,500	13,550	13,550	13,200	13,100	13,100	13,100	13,100	-400	-3.0%	-0.2%
Ed Powers Rd	8,100	8,700	8,000	7,700	7,350	7,300	7,350	7,400	7,800	-300	-3.7%	-0.3%
Pine Creek Rd	5,300	5,300	7,000	7,000	6,550	6,550	6,550	6,550	6,550	1,250	23.6%	1.8%

Source: Caltrans Traffic Counts



Table 6 also presents historic AADT data for state highways in the county from 2003 through 2016. Generally, traffic volumes on US 395 in the Bishop area have decreased over the past thirteen years; although traffic volumes have been slowly increasing since the low in 2013. Over the 13 year period, US 395 traffic volumes have increased near other communities such as Lone Pine, Independence and Pine Creek Road (north of Bishop). Traffic volumes have increased in some of the recreational areas such as South Lake Road on SR 168 near Death Valley Junction on SR 127 and SR 178. Traffic volumes through the National Park on SR 190 are mixed with increases in traffic at Death Valley Junction and the Junction with SR 136 near Lone Pine gateway to the park.

Table 7 presents the peak month Average Daily Traffic (ADT) volumes on the state routes in the County between 2003 and 2016. This data is reflective of traffic activity in the peak month of the year (typically July), which is impacted to a relatively high degree by recreational traffic. Peak month traffic volumes follow a similar trend to AADT volumes. The greatest increases in peak month traffic over the past thirteen years occurred on SR 168 at the US 395 junction (2,800), US 6 at Silver Canyon Road (2,700) and on US 395 at the SR 136 junction in Lone Pine (near Death Valley).

Death Valley National Park tracks visitor use statistics such as traffic counts in the park. As shown, in Table 8, traffic counts collected in 2006 and 2017 demonstrate an increase in visitor use and associated vehicle traffic at all count stations except for near Wildrose in the western portion of the park, where traffic counts have decreased by 3.8 percent annually. Traffic counts have increased by as much as 9.0 percent annually on Death Valley Road which travels through the northern portion of the park to Big Pine and Ashford Road at the south end of the park. In terms of total traffic volumes, Ryan (an old mining camp southeast of Furnace Creek) and Townes Pass (on SR 190) had the greatest traffic volumes in 2017 (210,616 and 165,805, respectively).

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

### **Level of Service**

Level of Service (LOS) is used to rate a roadway segment's traffic flow characteristics. LOS serves as an indicator of roadway performance, ranging from LOS A (best conditions) to LOS F (worst conditions), and assists in determining where roadway capacity needs to be improved.

LOS of rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities. In mountainous topography and particularly through canyons, roadway LOS can be relatively low, even absent substantial traffic volumes.

**TABLE 7: Inyo County Peak Month Average Daily Traffic Volumes on State Highways**  
2003 - 2016

Highway / Counter Location	2003	2004	2006	2008	2011	2013	2014	2015	2016	Change: 2003 - 2016		
										#	%	Annual %
<b>US 6 at:</b>												
Jct. US 395	4,050	4,000	4,000	4,000	3,800	4,050	3,650	3,650	4,000	-50	-1.2%	-0.1%
Silver Canyon Rd	2,050	2,050	2,050	2,000	2,000	2,400	2,250	2,350	4,750	2,700	131.7%	10.1%
<b>SR 127 at:</b>												
Old Spanish Trail	1,250	1,250	1,200	900	950	950	900	850	1,300	50	4.0%	0.3%
Shoshone, South Jct SR 178	1,100	1,100	1,200	1,100	1,100	940	940	1,050	1,200	100	9.1%	0.7%
Shoshone, North Jct SR 178	400	400	400	300	450	380	380	370	940	540	135.0%	10.4%
South of Stateline Rd	850	1,200	1,200	1,450	1,500	1,550	1,550	1,550	1,550	700	82.4%	6.3%
Jct. SR 190	720	780	750	800	640	640	720	940	940	220	30.6%	2.4%
Nevada State Line	710	710	750	800	640	560	600	690	880	170	23.9%	1.8%
<b>SR 136 at:</b>												
Jct. US 395	750	700	900	800	800	880	1,050	970	1,150	400	53.3%	4.1%
Jct. SR 190	550	500	800	600	680	770	490	840	960	410	74.5%	5.7%
<b>SR 168 at:</b>												
South Lake Rd	550	1,100	1,150	1,100	1,050	1,050	1,050	1,100	1,300	750	136.4%	10.5%
Otey Road	9,700	9,700	7,200	6,900	6,800	6,900	1,600	1,600	1,600	-8,100	-83.5%	-6.4%
Brockman Lane	7,400	7,300	7,400	7,100	6,800	6,900	6,900	6,700	7,400	0	0.0%	0.0%
Jct. US 395	9,400	9,500	9,200	8,700	8,300	8,200	8,100	8,100	12,200	2,800	29.8%	2.3%
Inyo/Mono County Line	-	-	-	560	270	290	290	290	290	-	-	-
<b>SR 178</b>												
Death Valley, South Boundary	150	180	420	400	400	400	400	400	400	250	166.7%	12.8%
Nevada State Line	1,100	1,100	1,100	1,000	820	1,050	1,000	970	1,100	0	0.0%	0.0%
<b>SR 190</b>												
Olancha, Jct. US 395	490	490	490	450	230	300	300	300	300	-190	-38.8%	-3.0%
Jct SR 136	550	550	600	900	520	1,000	900	960	1,050	500	90.9%	7.0%
Stovepipe Wells	2,200	1,900	1,900	1,200	900	1,200	1,200	1,200	1,200	-1,000	-45.5%	-3.5%
Scotty's Castle Rd	1,250	1,250	1,250	1,250	810	1,250	1,250	1,250	1,250	0	0.0%	0.0%
Beatty Cutoff Rd	2,400	2,050	2,050	2,050	950	1,300	1,300	1,300	1,300	-1,100	-45.8%	-3.5%
Furnace Creek Ranch	1,750	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	-250	-14.3%	-1.1%
Bad Water Rd	1,200	1,200	1,200	1,200	1,000	1,200	1,750	1,750	1,750	550	45.8%	3.5%
Death Valley Jct, SR 127	850	850	850	1,050	850	1,250	1,200	1,200	2,550	1,700	200.0%	15.4%
<b>US 395 at:</b>												
Jct. SR 190	7,900	7,700	7,700	7,100	7,300	7,400	7,500	8,100	8,800	900	11.4%	0.9%
Jct. SR 136	8,200	8,000	9,300	8,800	8,600	8,900	9,500	9,600	10,600	2,400	29.3%	2.3%
Lone Pine, Whitney Portal Rd	8,300	7,700	8,300	7,800	8,500	8,500	8,500	8,500	8,500	200	2.4%	0.2%
Pangborn Lane	8,100	8,100	8,300	8,100	7,800	8,000	8,200	8,600	9,400	1,300	16.0%	1.2%
Independence, Market St	8,700	8,300	8,300	7,800	8,200	8,400	8,500	8,500	9,700	1,000	11.5%	0.9%
Independence, Maintenance Station	8,400	8,400	8,300	7,700	7,700	8,400	8,400	8,400	8,400	0	0.0%	0.0%
Big Pine, SR 168 Northeast	10,000	11,300	9,800	9,600	9,600	10,500	10,500	10,500	10,500	500	5.0%	0.4%
Bishop, South Street	16,500	16,000	15,700	15,000	14,900	14,800	14,800	14,800	14,800	-1,700	-10.3%	-0.8%
Bishop, SR 168 West	20,100	19,000	16,100	17,800	17,500	17,400	17,800	17,800	18,400	-1,700	-8.5%	-0.7%
Jct. US 6	16,300	16,300	16,100	18,400	15,400	15,300	15,300	15,300	15,300	-1,000	-6.1%	-0.5%
Bishop Bike Path	16,000	16,000	16,100	16,100	15,400	15,300	15,400	15,400	15,400	-600	-3.8%	-0.3%
Ed Powers Rd	10,100	9,700	10,000	9,600	9,600	9,400	9,700	9,300	10,800	700	6.9%	0.5%
Pine Creek Rd	8,100	8,100	10,700	10,700	9,100	8,900	8,900	8,900	8,900	800	9.9%	0.8%

Source: Caltrans Traffic Counts

**TABLE 8: Traffic Counts in Death Valley National Park**

Count Location	Annual Total		Change 2006 - 2017	
	2006	2017	Total	Average Annual %
Ashford Road	8,534	23,037	14,503	9.4%
Big Pine Road (Death Valley Rd)	1,165	3,047	1,882	9.1%
Ryan	104,808	210,616	105,808	6.6%
Townes Pass	99,593	165,805	66,212	4.7%
Wildrose	12,781	8,343	-4,438	-3.8%

Source: NPS Visitor Use Statistics, Traffic Counts, 2017



Caltrans has designated LOS “C” as the concept LOS for Inyo County state highway segments. Existing LOS estimates for certain state highway segments are presented in Table 9. Existing and future LOS estimates in Table 9 were obtained from the Transportation Concept Reports (TCRs). The base year and horizon year for each highway vary, depending on when the TCR was updated but generally represent 2013 and 2033, respectively.

Table 9 demonstrates that only the section of US 395 in the Olancho – Cartago area currently operates at LOS D, below the concept LOS. After the construction of the proposed four lane highway project, LOS is anticipated to improve to “A” on this roadway segment.

### **Traffic and Level of Service Forecasts**

Table 9 also presents an overview of future traffic conditions for each state highway’s horizon year according to the TCR.

Future volumes on US 395 are not anticipated to increase by more than one percent annually through 2033. Traffic volumes are anticipated to decrease slightly on some state highways (SR 168 and SR 127). SR 190 in Death Valley National Park is forecast to have the largest growth in traffic over the planning period (3.2 percent increase annually from 500 to 820 near the southwestern park boundary). As such, LOS on Inyo County state highways is projected to remain at or below concept LOS “C” at the end of the planning period, assuming the Olancho – Cartago four-lane project is constructed. Without the project, LOS on that section of roadway will remain at LOS “D”.

### County and City Roadways

Inyo County maintains roughly 1,137 miles of roadway. Generally, traffic conditions are not congested on Inyo County Roadways as the state highways act as the primary routes of travel. The roadway with the greatest traffic volumes (up to 1,800) is Barlow Lane which runs north/south and provides access to the Dixon-Lane Meadow Creek neighborhood, the Bishop Paiute Tribe and a large residential area south of West Line Street in the Bishop region. Barlow Lane can also be used as a “cut-through” route to avoid traffic on US 395 in central Bishop.

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

**TABLE 9: Inyo County State Highway Peak Hour Roadway Level of Service**

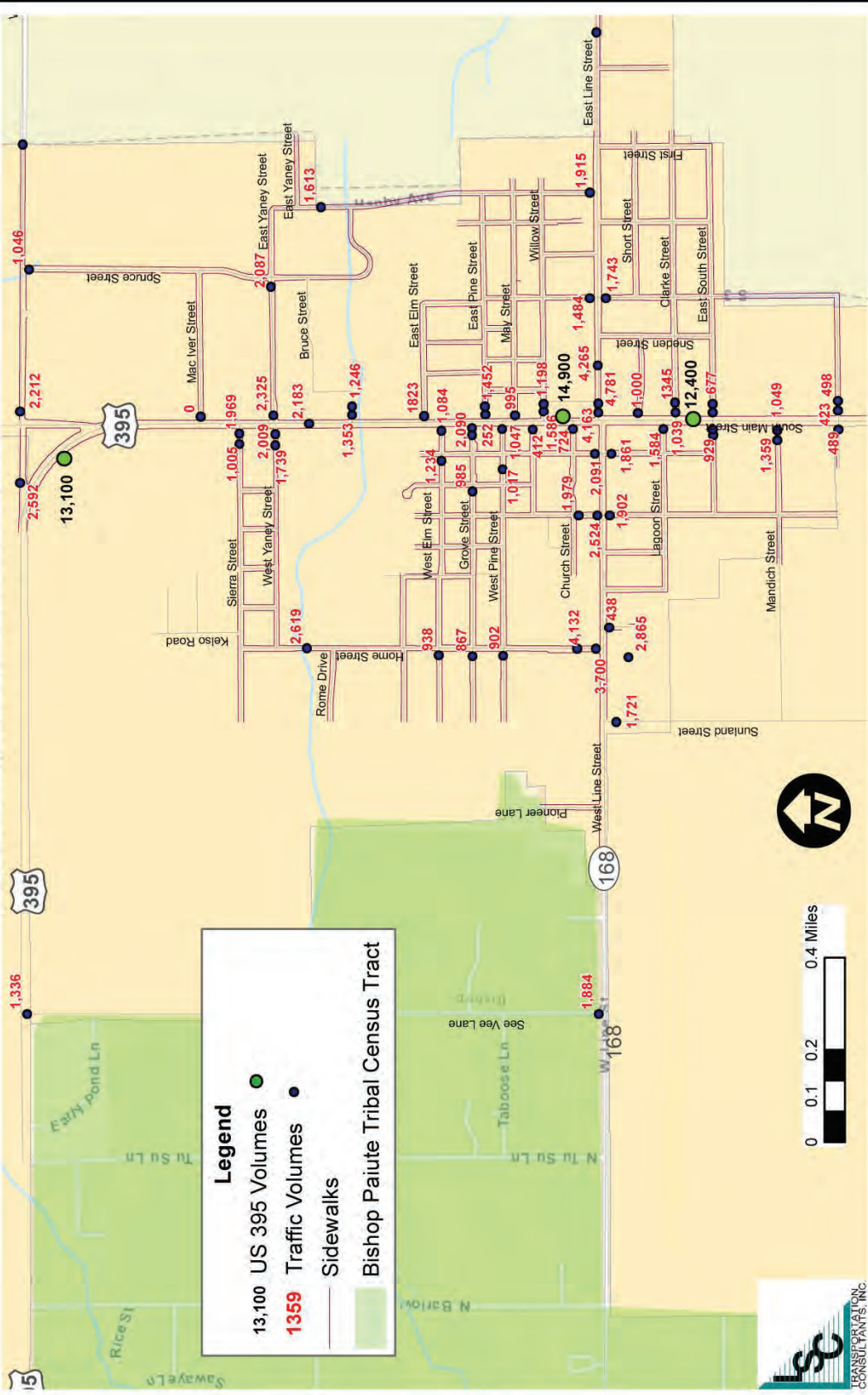
Roadway Segment	Base Year <sup>(1)</sup>		Concept LOS	Horizon Year <sup>(1)</sup>	
	AADT	LOS		AADT	LOS
<b>US 6</b>					
US 395 to Dixon Lane	3,550	B	B	4,900	B
<b>SR 127</b>					
Jct SR 178 East to Jct SR 178 West (Shoshone)	940	B	C	818	B
Jct SR 190	790	B	C	739	B
<b>SR 136</b>					
Jct US 395 to Jct. 190	495	A	C	671	A
<b>SR 168</b>					
West of Bishop	1,210	A	C	1,517	B
Meadow Lane to Sunland Drive	6,300	A	C	4,685	A
Sunland Drive to US 395	7,690	A	C	6,258	A
Big Pine	470	A	C	382	A
<b>SR 178</b>					
Shoshone to Nevada State Line	785	A	C	880	A
<b>SR 190</b>					
Olancha to SR 136	275	A	C	410	A
SR 136 to Death Valley Park Boundary	500	A	C	820	A
Death Valley to Borax Mill Road	840	B	C	1,260	B
Borax Mill Road to Badwater	1,120	B	C	1,600	C
Badwater to Park Boundary	1,000	B	C	1,350	B
Park Boundary to Death Valley Junction	850	A	C	1,150	B
<b>US 395</b>					
Kern County Line to South of Olancha	5,600	A	C	6,190	A
Olancha - Cartago	5,600	<b>D</b>	C	6,190	A
South of Lone Pine	5,710	A	C	6,300	A
Through Lone Pine	6,510	A	C	7,190	A
Lone Pine to Independence	6,160	A	C	6,800	A
Through Independence	6,210	A	C	6,860	A
Independence to Big Pine	6,100	A	C	6,740	A
Through Big Pine	6,100	A	C	6,740	A
Big Pine to Bishop	9,420	A	C	10,410	A
Through Bishop	12,700	A	C	14,040	A
Bishop to Mono County Line	8,440	A	C	9,520	A

Source: Transportation Concept Reports (TCR)

Note 1: Base Year and Horizon Year vary per TCR but are generally between 2010 and 2035 respectively.

Figure 5

# 2013 Bishop Area Traffic Volumes





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

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

### **Pavement Conditions**

The County of Inyo and the City of Bishop hired an outside consultant to analyze roadway pavement conditions and prioritize pavement projects. Original pavement conditions data was collected in 2009 using the MicroPaver system. Every year following, roughly one-third of roadways have been surveyed to update the Pavement Conditions Index (PCI) for Inyo County.

For roadways in the County of Inyo system, on a scale of 0 to 100 where a new road would have a PCI of 100 and a failed road of less than 10, the county average PCI is 62 (fair), as of 2017. This represents a one point increase over 2016. The rehabilitation of Whitney Portal Road with Federal Lands Access Program (FLAP) funds primarily attributes for this increase. Approximately 40.3 percent of Inyo County roadways have a PCI of greater than 70 (good to excellent) and 11.2 percent have a PCI of 0 to 25 (very poor to fail). The proportion of roadways in the good to excellent category have slightly increased over the past five years as a result of roadway rehabilitation projects. However, the proportion of roadways in the “poor to failed” category has also increased slightly, indicating that there is still insufficient funding for roadway rehabilitation projects in Inyo County.

The City of Bishop’s Pavement Management program was also originally developed in 2009 but completely updated in 2013 and 2016. In 2016, the average PCI for City of Bishop roadways was 58. Roughly 25 percent of roadways had a PCI of 70 or better (good to excellent), only 1.5 percent were rated less than 25 (very poor) but over half (51.5 percent) were rated as poor (26 – 55). Overall, this represents a small improvement in pavement conditions from 2009 to 2013.

### **Vehicle-Miles of Travel**

The amount of Vehicle-Miles of Travel (VMT) throughout the County has not changed significantly in recent years. The most recent estimate (California Public Road Data, 2017) indicates that a total of 1.797 million daily vehicle-miles were traveled on roadways in Inyo

County. According to the US Energy Information Administration 2018 Annual Energy Outlook, VMT is estimated to increase by 16.4 percent increase between 2018 and 2050 for the nation as a whole. Given the recent decline in population forecasts, it is likely that VMT in Inyo County will increase at a slower rate than the nationwide average and will more likely be dependent on the level of visitor traffic.

## **Traffic Collisions**

Automobile, bicycle and pedestrian accident data was reviewed from California Highway Patrol's Statewide Integrated Traffic Record System (SWITRS) and Transportation Injury Mapping System (TIMS) databases. Results are displayed graphically in Figures 6 and 7. As shown in Figure 6, multiple fatal crashes occurred along US 395 near Olancho/Cartago south and SR 190 in Death Valley in 2016 and 2017. The US 395 corridor and the roadways in Death Valley National Park had the greatest number of crashes. The US 395 corridor has had a history of accidents, particularly in the section that remains a two-lane highway. Caltrans produced an informative graphic demonstrating the high number of accidents over a ten year period on the US 395 two-lane highway section near the intersection of SR 190 in Olancho. This graphic is presented as Appendix B.

Figure 7 shows crashes for the Bishop area for 2016 and 2017. The greatest number of injury accidents occurred in the Dixon-Lane Meadow Creek neighborhood and around the Bishop-Paiute Reservation.

According to SWITRS data, in Inyo County there were 0.24 collisions per million annual vehicle miles travelled in 2017 and 0.15 fatalities per million annual vehicle miles travelled.

## **Bridges**

In Inyo County, there are a total of 33 state highway bridges and 37 local bridges. Structural deficiency ratings for state highway bridges are no longer available to the public; however, this information is provided for local bridges. In order to qualify for federal funding assistance through the Highway Bridge Program (HBP), a bridge must have a sufficiency rating of 80 or below. Eleven of the local bridges have a rating of 80 or below. "Structural deficiencies" indicate that a bridge has a loading limit and a permit is required prior to crossing with loads exceeding the limit, while "functionally obsolete" refers to bridges with access limits such as the presence of only one travel lane, the lack of proper bridge rails or lack of appropriate clearances. Of the local bridges, two bridges are considered structurally deficient and have a "poor" bridge health rating: Bell Access Road at Oak Creek and Cottonwood Gates at the Los Angeles Aqueduct.

Figure 6  
2016-2017 Inyo County Crashes

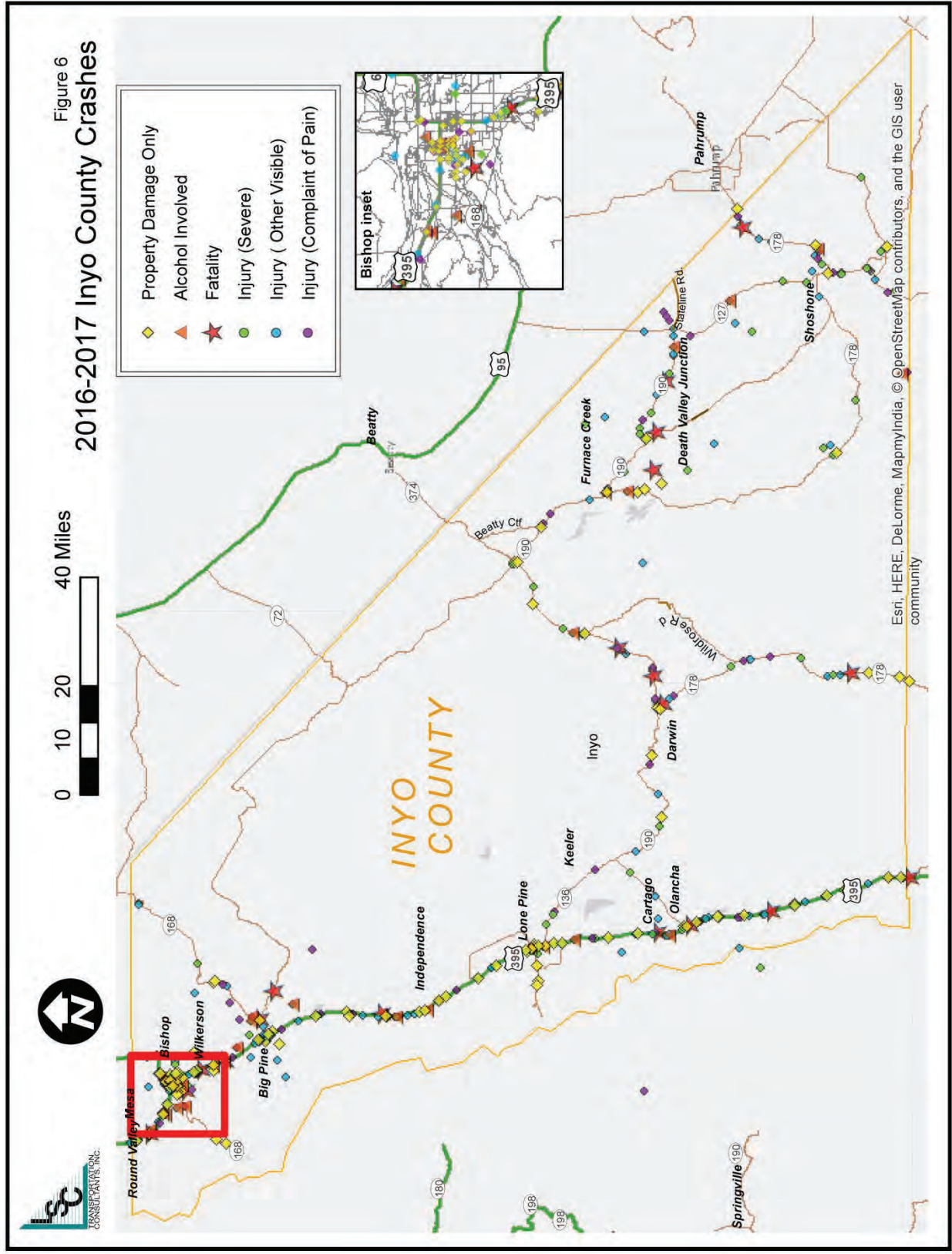
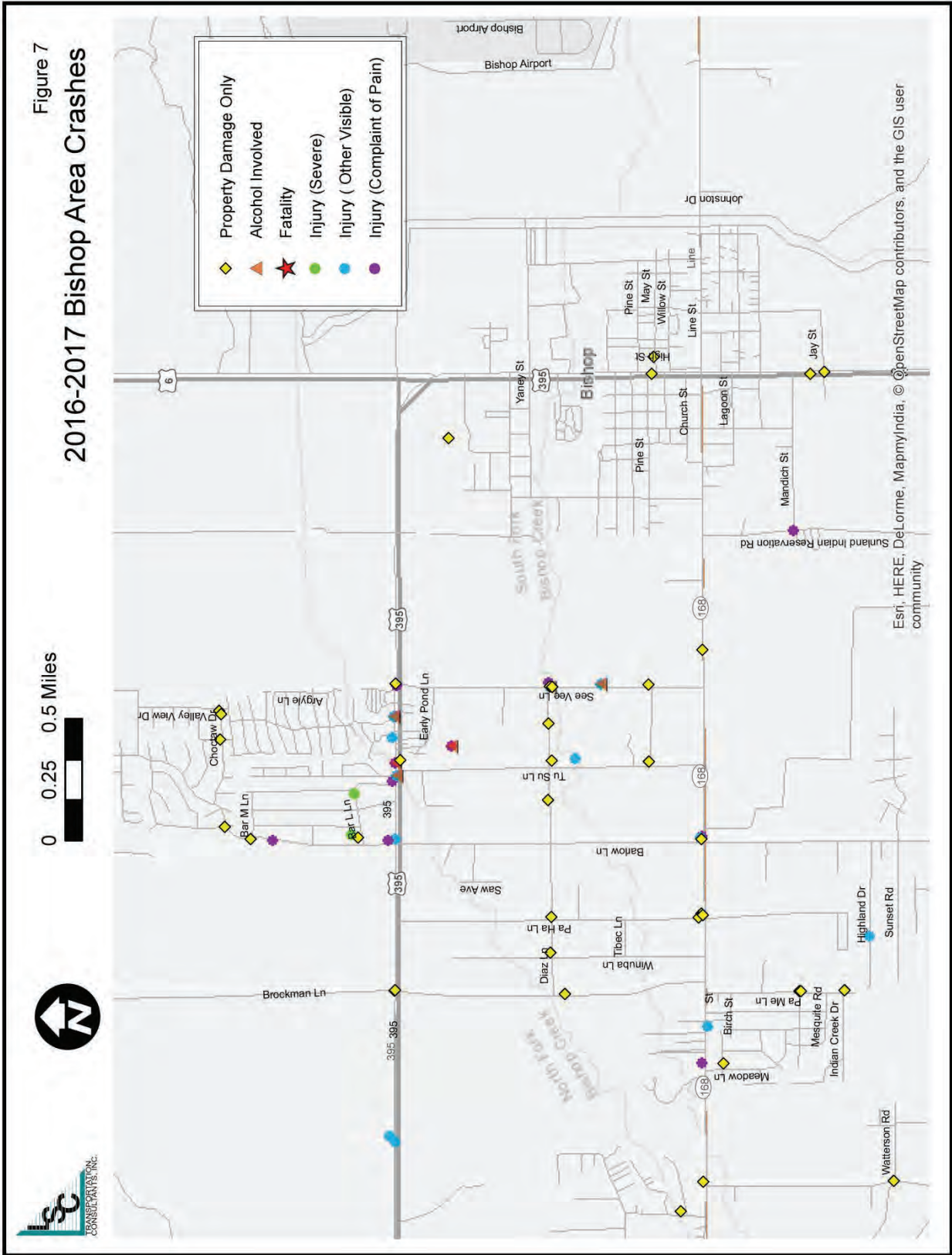




Figure 7  
 2016-2017 Bishop Area Crashes



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

## **SUMMARY OF ROADWAY AND BRIDGE NEEDS**

### **State Highways**

The US 395 four-lane project in Olancho-Cartago is the top priority project for the state highways in the region. This statement was echoed by the adjacent counties. The high level of accidents over the past ten years due to unsafe passing confirms the need to widen US 395 in the Olancho to Cartago area to four lanes from two lanes. This is the only section of state highway which does not currently meet the concept LOS "C." It is also the long-term goal of ICLTC to convert the remaining sections of the US 395/SR 14 corridor to four lanes between Southern California and the Eastern Sierra.

### **Inyo County**

Pavement management reports indicate that roughly 11.2 percent of Inyo County Roadways are in very poor condition or failing. The backlog of roadway maintenance is a high priority issue. A significant number of roadways in the county are in such a condition where complete reconstruction is required. County roads serve as part of a regional travel network and provide access to critical facilities and a variety of recreational destinations on National Park Service, Forest Service and Bureau of Land Management land. Safety improvements on high speed rural roads are a significant need.

In Inyo County, connectivity between communities and recreational opportunities is also an important need. Hiking, fishing, backpacking, rock climbing, skiing etc. are the primary draws to Inyo County. As visitor numbers increase with growing nearby populations, it will become increasingly important to maintain safe county roadway connections between the communities and trailheads as well as county maintained roadways which provide access to Death Valley National Park.

### **Bishop Area**

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

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

## Tribal Roadway Issues/Needs

Tribal transportation needs have been well documented through various transportation planning efforts such as RTP updates and the Inyo County Collaborative Bikeways Plan. These needs and issues are summarized below.

- Bishop Paiute Tribe—With respect to roadways the reservation lacks connectivity. Dead-end streets pose turnaround challenges for the ESTA DAR. The Tribe is proposing to extend Winuba Lane to connect better to the state highways.
- Big Pine Paiute Tribe—Speeding is an issue through the reservation. There is also a need for more formal roads. The intersection of US 395 and Butcher Lane where a new travel center is planned needs improvements as well as the intersection of US 395 and Sepsey Lane, which is not an authorized intersection.
- Fort Independence—A new reservation road is proposed to provide access to the travel center and proposed golf course.
- Lone Pine Reservation—Vehicles use Zucco Road as a short-cut to the landfill. There is a need for a left-turn pocket off of US 395 southbound onto Teya Road.

## Death Valley National Park

National Park staff have indicated there appears to be an increase in the number of truck accidents on SR 190 near Townes Pass. A fair amount of through truck traffic occurs in the corridor, but they must contend with sharp downhill curves over two mountain passes. Truck brakes fail and sometimes serious accidents occur. There is a need for more visitor use facilities in the park such as restrooms and information kiosks. Long lines and traffic congestion tend to occur at the few restroom facilities in the park. Another concern is conflict between vehicle and freight traffic and non-motorized users, particularly at athletic events such as the Death Valley Marathon or Badwater 135. Roadways in Death Valley have narrow-to-no shoulders. Safety in the National Park could greatly be improved by constructing shoulders on the roadways. Park staff identified roads within the Death Valley are which need resurfacing: Panamint Valley, Trono-Wildrose and Big Pine Road.

There is also a growing group of tourists who fly into Las Vegas and cycle through Death Valley National Park all the way to Lone Pine. This indicates a need for wider shoulders/bike lanes on Old Spanish Trail Highway, SR 127 and SR 190 in order to reduce bicyclist/ motorist conflicts. The park should consider working with the state and local government agencies to develop a Transportation-Circulation Plan for Death Valley.

## **Bridges**

As identified, 12 local bridges have a sufficiency rating of 80 or less, which makes these facilities eligible for federal funding. Replacement and continued maintenance of Inyo County and City of Bishop bridges are essential to the safety of the regional transportation system. The East Line Bridge is a top priority for the City of Bishop as this facility is 40 years old and does not meet seismic standards. The Bridge will reach the end of its useful life in less than 10 years.

## **TRANSIT SERVICES**

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

### **Eastern Sierra Transit Authority (ESTA)**

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

#### Intercity Routes

- Lone Pine to Reno—ESTA provides connections to the national intercity bus network and the international airport in Reno, Nevada with one round trip between Lone Pine and Sparks, five days a week. Communities on US 395 served along the way include Independence, Big Pine, Bishop, Mammoth, Lee Vining, Bridgeport, Walker, Coleville, Topaz, Gardnerville and Carson City.
- Mammoth Lakes to Lancaster—Intercity connections to the Metrolink station in Lancaster are provided five days a week. This route serves the communities of Mammoth Lakes, Crowley Lake, Tom's Place, Bishop, Big Pine, Independence, Lone Pine, Olancho, Coso Junction, Pearsonville, Inyokern, Mojave and Lancaster.

#### Town to Town Routes

- Mammoth Express—This route operates four round trips (morning, mid-day, and evening) between Bishop and Mammoth five days a week. Schedules are designed to





accommodate commuters plus one mid-day round trip. Stops are also made in Tom's Place and Crowley Lake.

- Lone Pine Express—Also a commuter route, this service travels between Lone Pine and Bishop three times a day on Tuesday and Thursday and four times a day on Monday, Wednesday and Friday. Schedules are designed to accommodate commuters living in Bishop and working at county offices in Independence as well as southern Inyo County residents working in Bishop. A mid-day run allows for additional flexibility for non-commuting passengers in need of social services, medical, shopping and life line services.
- Tecopa-Pahrump—Lifeline service is provided between Tecopa and Pahrump, NV two Wednesdays a month.
- Benton-Bishop—Lifeline service is provided between Benton and Bishop along SR 6 on Tuesdays and Fridays with stops in Hamill Valley and Chalfant.
- Bridgeport - Carson City - Lifeline service Wednesdays only.
- Bishop Creek Shuttle—Summer only service from Bishop, west on Highway 168.
- Reds Meadow Shuttle—Mandatory shuttle service Highway 203 through the National Forest. Summer only.
- Lakes Basin Shuttle—Shuttle service up Lake Mary Road summers only.

#### Intracity Services

- Town of Mammoth Lakes Routes—Serving visitors and residents throughout Mammoth Lakes as a free public transit service.

#### Dial-A-Ride Services

- Lone Pine DAR—Door to door service is provided in Lone Pine to the general public between 7:30 AM and 3:30 PM, Monday-Friday.
- Mammoth DAR—Year round general public DAR is available on weekdays: 8:00 AM to 5 PM with expanded paratransit coverage upon request.
- Walker Area DAR—Door-to-door service is provided in the Walker and Coleville to Topaz area for the general public Monday through Friday 8:00 AM to 4:30 PM.
- Bishop DAR—General public DAR is available from 7:00 AM to 6:00 PM Monday through Thursday, 7:00 AM to 2:00 AM on Fridays, 8:30 AM to 2:00 AM on Saturday and 8:00

- AM to 1:00 PM on Sunday. During the day time hours, boarding check points have been established at various locations and times. Passengers boarding at checkpoints receive a one-dollar discount on the fare.

In total, all ESTA services carried over 1.2 million one-way passenger trips in FY 2016 – 17. ESTA operated a total of 956,551 vehicle miles and 56,059 vehicle hours. The ESTA revenue vehicle fleet includes 55 vehicles, including the Reds Meadow Shuttles and vehicles owned by the Town of Mammoth Lakes.

### **Inyo-Mono Association for the Handicapped (IMAH)**

IMAH provides a group of programs and services for adults aged 18 and older who are developmentally disabled and who live in Inyo and Mono Counties. IMAH provides transportation for clients to and from programs as well as to work, using a fleet of ten vehicles. Three of the vehicles were purchased with Federal Transit Administration (FTA) grant funds and a majority of the vehicles are wheelchair accessible. Most IMAH clients live in Mammoth, Benton, and Lone Pine and require transportation to the IMAH center in Bishop. IMAH operates roughly 650 miles per day for a total operating cost of around \$240,000 per year.

### **Toiyabe Indian Health Project**

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

### **Eastern Sierra Area Agency for the Aging (ESAAA)**

In Inyo County, ESAAA provides a variety of services for older adults age 60 and up in both Inyo and Mono counties. Inyo County Health and Human Services administer several programs including an Assisted Transportation and Transportation Program. This includes the provision of bus passes to seniors as well as assistance with transportation to local or out of the area medical appointments and other support services. ESAAA provides rides to individuals who are physically or logistically unable to use regular public transportation to obtain essential services such as medical appointments, grocery shopping, pharmacy and day care services. These individuals need transportation and assistance from the driver to find the out-of-town medical facility, purchase and carry groceries into the house, enter and exit the vehicle, etc. Based on individual needs, services are provided by Inyo County staff using program vehicles to residents through Inyo County. Staff provides short- and long-distance medical trips as far as Reno and Lancaster as well as regularly scheduled errand/shopping trips. ESAAA Site Coordinators assess individuals, plan trips and maintain records. In FY 17/18, roughly 7,400 one way trips were provided.

In addition to providing transportation, Inyo County HHS (ESAAA) spends roughly \$12,000 in bus passes each year for clients. Generally clients travel on the Lone Pine to Bishop route or use local DAR services in Lone Pine and Bishop.

### **Big Pine Education Center**

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

### **Northern Inyo Hospital CARE Shuttle**

Northern Inyo Hospital offers Non-Emergency Medical Transportation to/from medical appointments when ESTA or other family transportation is not available. There is no cost to use this service, and CAREshuttle offers door-to-door or curb-to-curb service within a 60-mile radius of the city of Bishop, reaching from Mammoth Lakes to Lone Pine. The CARE Shuttle uses a wheelchair accessible van and volunteer drivers.

### **Coordinated Public Transit Human Services Transportation Plan Strategies**

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

- Consider acquiring a public transit vehicle to be shared among all human resource agencies. To ensure safety and continued mobility for residents, vehicles used for public transport should be replaced according to the FTA useful life guidelines. Operating costs increase significantly for vehicles that are operated beyond the recommended life span. Most human service agencies which provide transportation for clients cannot share their current vehicles due to insurance or other requirements; however, if a new vehicle is purchased through a joint grant, then the additional vehicle could be shared. The shared vehicle could be used as a primary or backup vehicle depending on the level of use. A shared vehicle would limit duplication of resources while meeting capital needs for the region.
- Construct a shared transit operations and maintenance facility. Shared transit operations and maintenance facilities particularly in Bishop and Mammoth have been identified as beneficial capital investments that could be shared between various agencies to reduce overall vehicle storage and maintenance cost of the region’s transit fleet. A shared transit facility will provide a safe and secure location for vehicle storage and staging and would provide an opportunity to increase efficiency by performing vehicle maintenance in house. Both Yosemite Area Regional Transit (YARTS) and IMAH indicated an interest in sharing a new vehicle maintenance facility with ESTA.



## **Public Transit Ridership Projections**

Although the Inyo County population is not expected to increase much by 2035, the population will age over the twenty year planning period. Table 4 above presents population forecast by age group from the CA Department of Finance. From 2017 to 2040, the Inyo County population age 65 and older is expected to increase by 47 percent. The number of seniors age 85 and older (those most likely to not drive) is expected to increase by 98 percent. In addition to increased transit demand from elderly residents, there is also expected to be an increase in demand for public transit to Inyo County's many recreational destinations.

## **Short Range Transit Plan Elements**

ESTA last updated their Short Range Transit Plan in 2015. Service plan elements included:

- Increasing service from Lancaster to Reno to five days per week—Implemented
- Summer Saturday Service on US 395 routes
- Expansion of Lone Pine Express—Implemented
- Enhance Mammoth Lakes Summer and Winter Evening Service
- Expand Bishop DAR during Academic Year
- Recreation Shuttle Pilot Program—Implemented
- Promote Vanpool

The plan identified other transit service improvements to be considered over the long term:

- Implement additional Mammoth evening service between 10:00 PM to 2:00 AM during peak seasons
- Implement US 395 Reno and Lancaster Saturday service during the winter season
- Implement Mammoth Express and Lone Pine Express Saturday service
- Extend Bishop Dial-A-Ride Sunday service
- Provide earlier service on the Mammoth Purple, Gray or Red Lines

In terms of capital plan elements:

- On-going fleet replacement
- Enhance passenger facilities at key bus stops in Mammoth Lakes
- Specific planning for a transit center in Mammoth Lakes
- Construct new Administrative and Operations Facility in Bishop

## **Transit Capital Needs and Issues**

In terms of regional transportation capital improvement projects, stakeholders indicated that a larger network of sidewalks in the City of Bishop would help make boarding and alighting of ESTA demand response buses easier for residents with disabilities who use a wheelchair. A safe

and complete network of sidewalks and bicycle paths is also important for first mile/last mile connectivity. Public input and planning efforts have also indicated a need and benefit for a new public transit maintenance and operations facility at the Bishop Airport. Other transit providers such as IMAH have indicated an interest in sharing this facility with the primary public transit provider, ESTA. This would help to maximize federal and state grant funding.

The ESTA transit fleet is aging and will need to be replaced over the next five years. Current winter schedules dictate that all active buses are required for peak operation with no spare available. Additionally, new DRAFT CARB requirements for Clean Vehicles stipulate that 25 percent of all new purchases should be zero-emissions vehicles for smaller transit fleets by 2026. Beginning January 1, 2029, all new bus purchases with GVWR above 14,000 pounds must be zero-emissions. In addition to purchasing more expensive electric vehicles, the infrastructure to support an electric vehicle fleet will be required over the planning period. This will include charging stations at the yard as well as on-route as ESTA operates high-mileage routes. One benefit of fleet electrification will be decreased maintenance.

Another factor which will increase the need for public transit is the upgrade of the Bishop Airport to accommodate commercial flights. This will increase the need for public transit trips from Bishop to the resort town of Mammoth Lakes and potentially to Death Valley National Park.

Lastly, public transit can play a role in providing access to recreation. In peak season, trailhead parking areas reach capacity. Providing shuttles such as the Bishop Creek Shuttle currently operated by ESTA between communities and trailheads will alleviate congestion as well as provide other options for “thru hikers” with no vehicle.

### **Tribal Transit Needs**

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

### **NON-MOTORIZED FACILITIES**

Bicycle and pedestrian facility needs have been well documented in Inyo County. Inyo County recently adopted an Active Transportation Plan (2015) which included an update to the Inyo County Collaborative Bikeway Plan. The Bishop Paiute Tribe updated their Transit and Transportation Improvements Plan in 2013 which identifies improvements for walking and bicycling. Public input for this RTP update emphasized the need for non-motorized facility improvements. Non-motorized facilities encompass a wide variety of transportation improvements designed to provide safety and greater mobility for bicyclist, pedestrians,



skateboards etc. For pedestrians this includes sidewalks, crosswalks, push-button signals and curb ramps. Bicycle facilities are separated into four categories:

- Class I (Bike Path)—Provides a completely separated right-of way for bicyclists and pedestrians with cross flow by vehicles minimized
- Class II (Bike Lane)—Provides a striped lane for one-way bike travel on a street or highway
- Class III (Bike Route)—A signed route along a street or highway that provides a shared-use with other vehicles
- Class IV (Bikeway)—A bikeway separated from vehicles using grade separation, flexible posts, inflexible barriers or on-street parking

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

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

#### Bishop Area

##### *Class I*

- Sierra St. Path—0.4 mile from the end of Sierra Street northward to US 395
- South Barlow Lane—0.5 miles south of SR 168 along Barlow Lane
- Seibu to School Bike Path from Keough Street to the Bishop Paiute Reservation will undergo construction in the summer of 2019

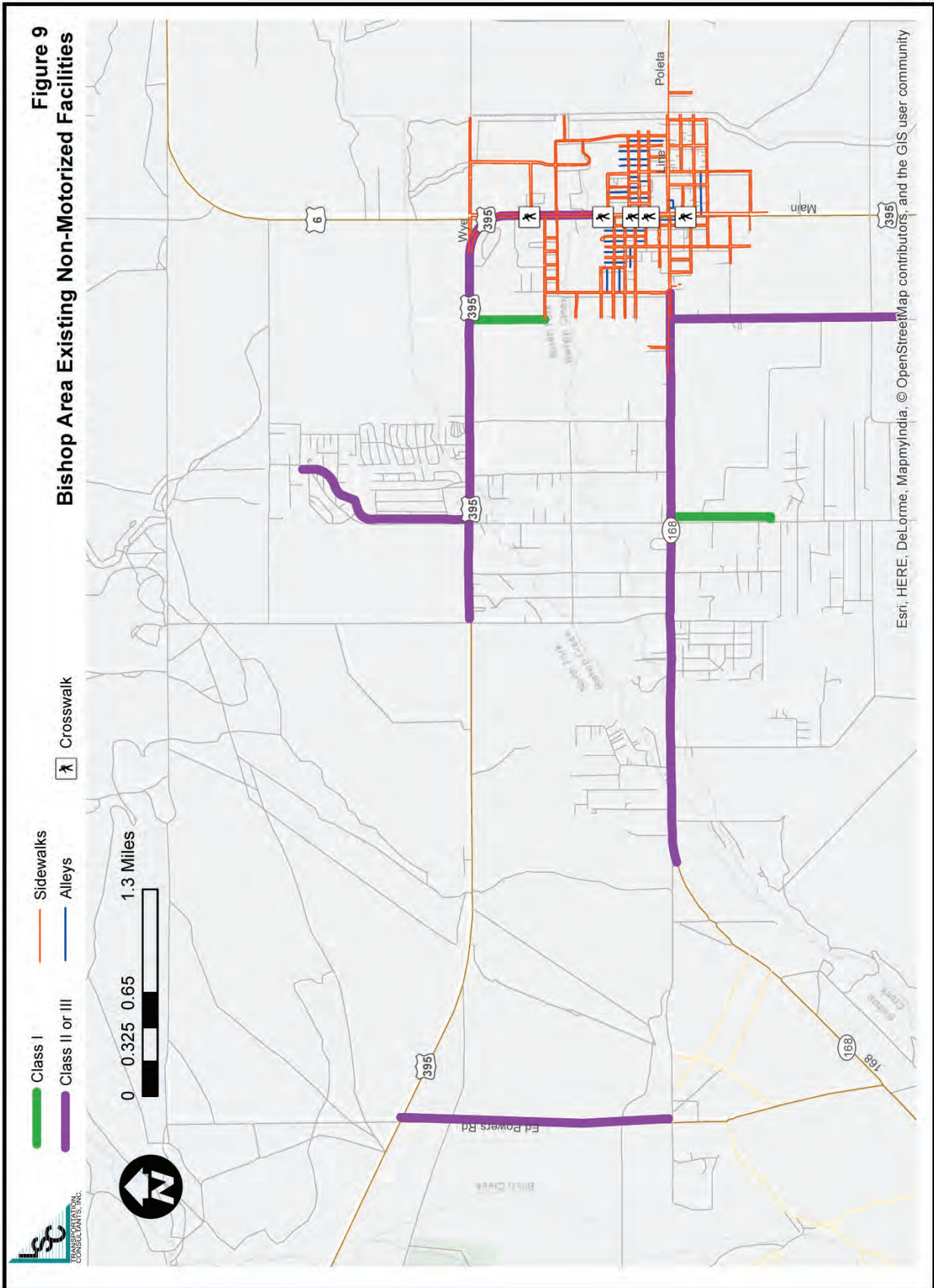
##### *Class II or III*

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

#### Wilkerson

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

**Figure 9**  
**Bishop Area Existing Non-Motorized Facilities**



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## Death Valley

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

## Tecopa

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

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

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

### **Bicycle/Pedestrian Related Crashes**

Figure 10 displays bicycle/pedestrian conflicts with automobiles in the Bishop area. These accidents are generally focused on the US 395 and SR 168 corridor. Although a few bicycle accidents occurred where there is no Class I, II, or III facility. Figure 10 clearly demonstrates a need for increased safety along Main Street (US 395) in Bishop.

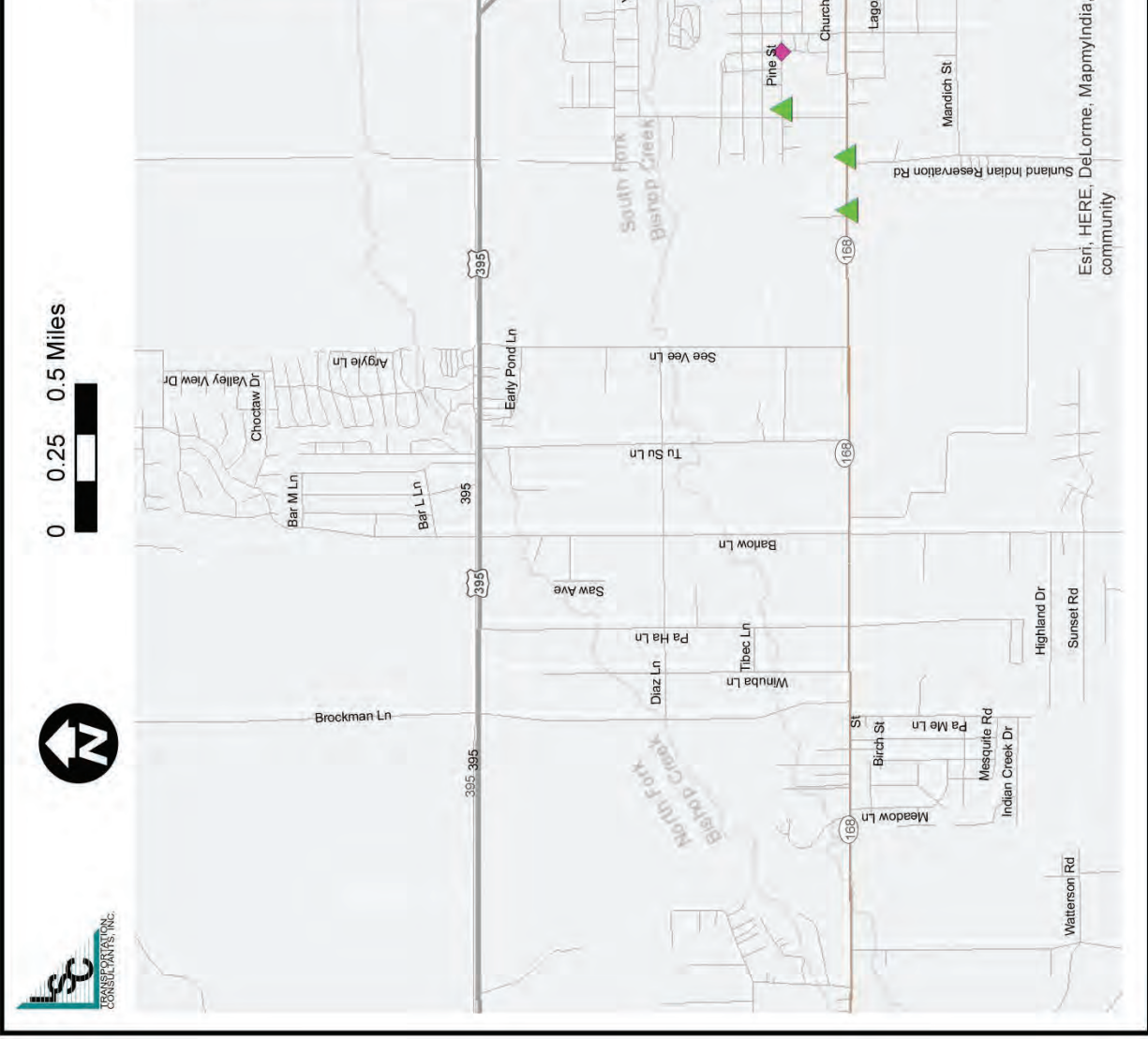
Figure 11 displays bicycle and pedestrian accidents involving automobiles in Inyo County between 2012 and 2017. As shown in the figure, there have been a fair number of bicycle and pedestrian accidents along US 395 over the past five years with the communities of Bishop, Independence as well as in Death Valley.

### **Projections of Bicycle/Pedestrian Activities**

It is difficult to project demand for bicycle facilities in rural areas as there is little existing survey data available. Demand for future bicycle facilities was projected in the Inyo County Active Transportation Plan based on census data and bicycle facility studies conducted across the country. The 2012 – 2016 American Community Survey identifies the following travel to work mode share characteristics

- Inyo County—Bicycle (5.6%), walk (8.3%)
- City of Bishop—Bicycle (13.1%), walk (6.2%)

Figure 10  
 City of Bishop Bicycle and  
 Pedestrian Crashes 2012-2017



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Applying these proportions to the estimated 2017 employed residents equates to roughly 232,400 annual bicycle commute trips and 344,450 annual walk commute trips in Inyo County as a whole. The Inyo County Active Transportation Plan estimates that with full plan implementation, bicycle mode share will increase to by 50 percent and the walk mode share will increase by 15.0 percent. This would increase annual bicycle commute trips to 348,600 and annual walk commute trips to 396,120 for Inyo County as a whole. It is also important to note that census data only tracks travel to work trips. With a more continuous non-motorized network, Inyo County residents are more likely to walk or bike for recreation, everyday errands or social engagements.

### **Non-Motorized Facility Needs**

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

Specific comments from the RTP public meetings and the community survey are presented in Appendix A. Community survey respondents identified improved bicycle routes and paths as one of the top three most concerning transportation issues.

- Pavement conditions—Poor pavement conditions near the shoulders pose safety issues for cyclists if the cyclist is forced to travel farther away from the edge of the road.
- Narrow roadway shoulders—As in most rural areas with two lane highways and roads, the shoulder is not always wide enough for bicycle travel without requiring passing vehicles to cross the double yellow line. Roadway sections where this is particularly important for safety and connectivity reasons are:
  - SR 168 to Cerro Coso Community College
  - Red Hill Road between SR 168 and Ed Powers Road
  - Ed Powers Road between SR 168 and US 395
  - SR 178 and SR 190 accessing Death Valley National Park
  - Line Street (SR 168 in Bishop)

Widening shoulders is challenging as there are high costs, environmental concerns and physical constraints, but it is essential to bicycle safety, particularly as cycling is a growing form of transportation in Inyo County. Wider shoulders and/or bicycle lanes are important needs on state highways and local roads.



- Bishop—US 395, Main Street, bisects the Bishop area and many of the intersecting roadways do not cross the highway, making east-west travel discontinuous. Bicycle facilities are limited to US 395, SR 168 and three Class I paths on Sierra Street and Barlow Lane. Even with Class II or III bicycle lane on Main Street, traffic volumes are much higher than the side streets (Figure 5) and more congested. Many cyclists do not feel safe travelling on Main Street; this was reiterated in the community survey. Additionally, skateboarding is prohibited on Main Street, although it is a popular mode of travel for youth.
- The City of Bishop is a fairly compact urban center that lends itself well to bicycle commuting and/or walking. However, Main Street is US 395 and has high traffic volumes. To complicate matters, there are few side street alternatives which travel continuously through town. The same problem occurs in the east/west direction, where there is a need for alternative non-motorized routes to SR 168. This is particularly important for school children living on the reservation.
- Safe Routes to Schools—Children travelling from the Bishop Paiute Reservation to the schools need an all-weather safe route alternative to SR 168. Along the same lines, there is a need for a safe route alternative to US 395 from North Bishop to the schools between the end of Sierra Street and Keough Street. Traffic volumes on Home Street, which provides access to all public schools, in Bishop are larger than most other city streets (Figure 5), underscoring the need to maintain sidewalks and other non-motorized facilities for safe travel to school on this street. The planned Seibu to School bicycle path will meet this need. Construction of the path will occur the summer of 2019.
- Continuous Sidewalks and bicycle facilities—In the Bishop area, a network of continuous sidewalks is important for all pedestrian safety but particularly for school children. A good maintained sidewalk network also reduces conflicts between pedestrians and cyclists on roadway shoulders. Areas of concern are: Pine St, Grove St, and Elm St and in the Dixon Lane-Meadow Creek neighborhood. The community of Lone Pine is also lacking continuous sidewalks, particularly around the post office. Inyo County was recently successful in obtaining an Active Transportation Program grant to improve sidewalks in Lone Pine.
- Crossing US 395—Although there are multiple crosswalks on US 395 in Inyo County communities, safe crossings are still a concern according to input received through the Inyo County Active Transportation Plan outreach process and well as the 2019 RTP update community survey. School staff see this as the main issue for school children in Big Pine (the school is located on US 395). Recently a petition circulated in support of flashing signal crosswalks in Big Pine, Independence and Lone Pine.

- **Animals**—Cyclists in the Bishop area have had confrontations with dogs. According to surveys conducted as part of the Collaborative Bikeway Plan, many parents will not let their children walk to school because of dogs.
- **Connectivity to Public Transit (multimodal)**—An important part of constructing facilities that encourage safe non-motorized use is to ensure that there is connectivity between bicycle facilities/sidewalks and public transit. It may also be helpful to place bike racks at bus stops. As noted in the public transit section, construction of sidewalks and curb cuts near bus stops is important for transit passengers with disabilities.
- **Maintenance**—After a bicycle or pedestrian facility is constructed it is important to maintain the facility or roadway, free of gravel and foliage that inhibit bicycle travel. Certain types of pavement treatments such as chip sealing provide a rough surface for bicyclists.
- **Signage and Education**—Many residents are unaware of the bicycle and pedestrian facilities which exist in the Bishop area. As the area also receives a high number of visitors, an important regional transportation need is to create better awareness of facilities and safe routes. This could be done through signage, pavement markings and education. Although as noted in the public input process, too many signs can decrease the value of signage, so pavement treatments may be useful.
- **Connections to Recreation**—Inyo County recreation trailheads are often located several miles from communities which can be used as gateways or supply stops for visiting hikers, climbers, etc. Better non-motorized facility connections would increase tourism and recreation opportunities for residents with no vehicle access. The Lone Pine Heritage Trail Plan is an example. This proposed series of trails for walkers and bikers would improve non-motorized access along Main Street and provide connectivity between Lone Pine and the nearby communities of Pangborn Lane, Foothill Trailer Park, the Lone Pine Reservation as well as the popular Alabama Hills Recreation Area. Bishop is another example where a multitude of recreational opportunities exist outside of the community with no complete bicycle or pedestrian facilities connections.
- **LORP**—There is abundant opportunity for recreation oriented non-motorized trails projects in the LORP area. The Lower Owens River Recreation Use Plan identified the following key issues:
  - Tule growth and management
  - Public information and outreach
  - Access, signage, and wayfinding
  - Recreation on privately-held lands
  - Environmental education and stewardship
  - Economic development

- The interface between ranching and recreation uses
- Protection of cultural resources
- Recreation operations and management

Additionally, the pavement of the access road to the LORP area, Lone Pine Lower Gauge Road, receives a poor to very poor rating on the PCI report. Therefore, to encourage recreation and increase safety, this road should be improved.

- Equestrian Travel—When designing and planning for non-motorized travel, equestrian travel should be considered.
- Electric bicycle commuting—E-bikes are growing in popularity, especially as a means for commuting or conducting every-day errands. As discussed throughout this document, communities in Inyo County, particularly Bishop, are centralized and lend themselves well to bicycling for short trips. To encourage more bicycling as well as provide increased safety, Inyo County should implement charging stations in communities as well as separated bike lanes, which are legal for electric bicycles.
- Bishop Paiute—As the Bishop Paiute Reservation is located adjacent to the City of Bishop and between two state highways, walking and biking work, school and services is convenient. Challenges arise because most of the roadway shoulders are soft dirt or overgrown with vegetation, making walking or biking more difficult. There is a dirt path that connects the reservation to the schools just east of tribal lands known as the Indian Trail. Although it is a common route to school for children, it is dirt, not maintained, and poorly graded. There are also a series of trails in the Conservation and Open Space Area (COSA) in the southeastern portion of the reservation that do not currently connect to West Line Street. There are few sidewalks on the reservation. There is a need for connectivity to existing sidewalks on the northern and southern boundaries of the reservation, particularly on Barlow Lane near Diaz as the majority of tribal services are located there.
- *The Bishop Paiute Tribal Transportation Safety Assessment 2017* identified school age children walking to a bus stop with little signage or sidewalks to provide safety, lack of lighting and the lack of connectivity of the sidewalk network as top safety issues.
- Big Pine/Big Pine Paiute—There are no bicycle facilities on the Big Pine Reservation. There is a need to improve connectivity and create a safe bicycling/walking alternative to US 395 between Big Pine and the Reservation.
- Fort Independence/Independence—A safer non-motorized connection is also needed between the Fort Independence Reservation and the community of Independence. Many motorists speed through the community and fail to yield to pedestrians in the crosswalk.

- Lone Pine—The same issues occur in Long Pine. Non-motorized travel south of downtown is particularly unsafe due to a higher speed limit and motorists failing to yield to pedestrians in the crosswalk. Off the highway there lack of continuous sidewalks on the county roads, although this will be addressed with funding from an Active Transportation Program grant.
- Inyo National Forest—The distance on roadways with no bicycle and pedestrian facilities may discourage alternative transportation to Inyo National Forest trailheads. Depending on the level of the rider, steep grades and narrow shoulders are also an issue.
- Death Valley National Park—The state highways and county roadways travelling through the park have little to no shoulders, yet are otherwise conducive and attractive to cycling as they are scenic and relatively flat. As cycling through the park is becoming more popular, safety concerns increase. Encouraging non-motorized travel through and within a National Park meets state goals of reducing GHG emissions and encouraging active transportation. Death Valley National Park has developed a list of potential non-motorized facility projects that would increase safety for users and encourage new users. These are included in the Action Element (Table 23).

## AVIATION

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

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

- **Bishop Airport**—the Bishop Airport is located roughly two miles east of the City of Bishop. The airport is located on LADWP land which was granted to Inyo County as a perpetual easement. The airport includes fueling facilities but no control tower. As of January 2018, 31 fixed wing aircraft and 3 gliders were based at the airport. For the twelfth month period ending June 2018, annual operations (takeoffs or landings) totaled 26,000, including 3,000 military operations. There are five helipads and several hangars located at the airport. The terminal building also houses the administrative offices for ESTA as well as a restaurant. The Bishop Airport Master Plan is currently being updated. The Bishop Airport Layout Plan was approved May 2019.

- Commercial passenger air service was available at the Bishop airport until 1993. Being located lower in elevation and farther from the mountains, the Bishop area has advantages for commercial passenger service over the Mammoth Lakes airport, particularly during inclement weather. The Bishop Airport runways have the size and strength requirements to accommodate larger aircraft as well as federal navigation aids. Security fencing surrounds most of the airport with barb wire on a portion of the rear section. FAA has not identified this as an issue before the airport could support commercial passenger service.

Improving the Bishop Airport to accommodate commercial air traffic was one of the top concerns for RTP community survey respondents and is also supported by Mammoth Mountain. The remaining capital improvement project, which needs to be completed before the airport is ready for commercial service, is to rehabilitate Taxiway A. Construction should begin in Fall 2019.

After conducting public input this summer, the goal is to start commercial service in 2020. When the Bishop Airport does begin commercial service, consistent shuttle service between Bishop and Mammoth, and potentially other visitor destinations, will be important to making commercial service a success. For this reason, FAA is requiring that Inyo County develop a transportation plan that includes elements such as shuttle service to Mammoth and greater rental car availability. Transportation studies related to the new airport should include all modes of transportation and could consider potential roadway alignments such as the proposed truck route around Bishop to ease potential traffic congestion generated by the airport.

- **Independence Airport**—The Independence Airport lies just north of the community of Independence on the east side of US 395. This general aviation airport is not on the National Plan of Airport Integrated Systems (NPAIS), making the airport ineligible for most FAA funding. No fueling facilities are available and only two aircraft are based there. It is estimated that the airport sees roughly 3,000 operations annually and most activity is generated by the US Forest Service at the helitack base for fire suppression activities.
- **Lone Pine Airport**—The Lone Pine Airport is located south of town, east of US 395. Fueling facilities are available and three aircraft are based at this airport. Roughly 8,600 takeoffs and landings occur annually. The Airport Master Record reports cracks in the pavement and faded runway markings. Lone Pine Airport Layout Plan was approved and includes projects such as runway rehabilitation with Runway Safety Area (RSA), grading and lighting improvements.
- **Shoshone Maury Saurells Airport**—The Shoshone Maury Saurells Airport is located just east of SR 127, south of SR 178. No services are available at this non-NPAIS airport and no aircraft are based there. Only 700 operations occur annually. The runway was slurry sealed and restriped in 2018.

- **Stovepipe Wells Airport**—Owned and operated by the National Park Service, the Stovepipe Wells Airport is located within Death Valley National Park off of SR 190 near Stovepipe Wells Village. The airport is not on the NPAIS, has no facilities and no based aircraft. Roughly 1,000 aircraft operations are estimated to occur annually.
- **Trona Airport**—The Trona Airport is located north of the Trona community, off of Trona Wildrose Road. The airport is owned by the BLM and operated by the Searles Valley Community Services Center. There are no facilities and no fixed-wing aircraft based there, although two ultra-lights are based at the airport. The airport estimates roughly 4,500 take-offs and landings annually.

### Aviation Projections

Although airport operations are not officially recorded at Inyo County airports (as there are no control towers), it is estimated that annual operations at the Bishop Airport has not increased over the past ten years. Other than the Bishop Airport, aviation activity will remain relatively stable going forward.

When the Bishop Airport proceeds with commercial air service, operations will increase at that airport. The Passenger Traffic Study for the Bishop Airport conducted by Wadell and Leigh/Fischer in 2017 forecasts enplaned passengers for 2017 through 2037, assuming commercial airline service. In the short-term, from 2017 through 2020, enplaned passengers increase threefold as commercial passenger airline service is initiated and gradually developed at the airport. From 2020 to 2037, enplaned passengers are forecast to increase an average of 3.7% per year with faster growth between 2020 and 2025 (an average increase of 5.5% per year). The study also estimates that commercial airline departures will begin around 70 per year and increase to 369 by 2037. Total aircraft operations will increase from 26,000 to 28,000.

Another study is currently being conducted that looks into aviation projects if United Express service is added to the airport.

### GOODS MOVEMENT

The *RTP Guidelines* state that RTPAs must plan for the movement of goods in the same way they plan for the movement of people to support population growth and economic development. Developing strategies for improving the regional movement of goods can have positive impacts such as job creation, a reduction in land use conflicts or a decrease in air pollution. In Inyo County, goods movement is focused on trucking. According to the 2019 Eastern Sierra Corridor Freight Study, the majority of trucks on that highway are based in Southern California. The majority of northbound trucks are destined for Nevada.



## **Truck Routes**

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

## **Truck Traffic Volumes**

Table 10 presents the most recent data regarding truck activity on the state highways (Caltrans Annual Average Daily Truck Traffic on the California State Highway System, 2006-2016). The highest truck traffic volumes in 2016 were observed on US 395 near the community of Big Pine (1,468 trucks per day), followed by US 395 north of SR136 in Lone Pine (1,295 trucks per day) and US 395 at Ed Powers Road (1,022 trucks per day). This is a reflection of the high level of regional goods movement along US 395 between Southern California and Nevada. SR 168 sees a fair amount of truck traffic with truck AADT of 250 to 400 between Brockman Road and US 395. The proportion of all traffic consisting of trucks was highest on US 6 and SR 127 where trucks represent around 30 percent of all traffic.

A review of historical truck traffic on Inyo state highways shows that truck traffic has slowly increased over the last ten years on US 395. Percentagewise there has been around a 10 percent increase in truck traffic on SR 190 in Inyo County, with the exception of near Furnace Creek. Truck traffic has also increased on SR 168 between Brockman Lane and US 395 (4 to 17 percent increase). The largest decrease in truck traffic during the seven year period was observed on US 395 near Big Pine north of SR 168 junction (66 trucks per day).

## **Rail Facilities**

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

**TABLE 10: Truck Traffic on Inyo County State Highways**

Highway							Total	Average	Percent
	2006	2010	2013	2014	2015	2016	Change: 2006 - 2016	Annual Change 2006 - 2016	Trucks 2016
<b>US 6 at:</b>									
Jct. US 395	456	426	426	420	390	444	-12	-0.3%	12.0%
Silver Canyon Road	416	437	644	644	693	708	292	5.5%	30.6%
<b>SR 127</b>									
Shoshone, South of Jct SR 178 East	106	110	100	100	109	109	3	0.3%	11.6%
South of Stateline Road	--	91	87	87	74	117	-	--	31.1%
South of Jct SR 190	220	251	251	258	271	363	143	5.1%	21.4%
North of Jct SR 190	86	82	79	86	91	100	14	1.5%	13.7%
<b>SR 168 at:</b>									
South Lake Rd	29	10	13	13	12	16	-13	-5.8%	2.3%
Otey Rd	44	34	36	36	36	218	174	17.4%	3.0%
East of Brockman Lane	165	294	248	250	250	250	85	4.2%	4.0%
West of Brockman Lane	128	254	288	288	291	375	247	11.3%	4.6%
West of Jct US 395	252	440	414	409	412	441	189	5.8%	5.4%
South Jct US 395	42	43	52	52	53	53	11	2.4%	11.3%
<b>SR 190 at:</b>									
Olancho, Jct. US 395	11	44	35	35	35	35	24	12.3%	14.5%
West of Jct SR 136	2	4	4	4	5	6	4	11.6%	1.7%
Furnace Creek Ranch	37	41	41	41	41	41	4	1.0%	3.9%
Death Valley Junction, Jct. SR 127	45	61	62	65	70	115	70	9.8%	7.2%
<b>SR 178 at:</b>									
Death Valley Monument, South Boundary	12	15	15	15	15	15	3	2.3%	6.7%
West of Jct. SR 127	15	14	14	14	10	8	-7	-6.1%	5.5%
East of Jct SR 127	82	77	72	72	76	75	-7	-0.9%	9.1%
Nevada State Line	76	76	69	70	72	78	2	0.3%	8.9%
<b>US 395 at:</b>									
South of Jct. SR 190	768	684	660	660	696	816	48	0.6%	12.0%
North of Jct SR 190	539	513	479	479	505	582	43	0.8%	8.7%
South of Jct SR 136	726	666	626	660	674	770	44	0.6%	11.0%
North of Jct SR 136	1,228	1,154	1,079	1,103	1,167	1,295	67	0.5%	16.6%
Big Pine, South of Jct. SR 168	1,377	875	1,210	1,210	1,468	1,468	91	0.6%	20.5%
Big Pine, North of Jct. SR 168	913	1,161	847	847	847	847	-66	-0.7%	11.0%
Bishop, Jct SR 168	849	930	893	888	907	936	87	1.0%	6.0%
South of Jct. US 6	425	485	470	474	474	511	86	1.9%	3.0%
North of Jct. US 6	766	728	709	709	709	709	-57	-0.8%	5.4%
Ed Powers Rd	772	774	969	975	1,036	1,022	250	2.8%	13.3%

Source: Caltrans Truck AADT, 2016

## Intermodal Transportation

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

## Goods Movement Issues

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

- Truck traffic volumes on US 395 between SR 168 and US 6 have seen a 6 to 16 percent increase between 2003 and 2016 for a total increase in annual average truck traffic of around 91 trucks per day. However, truck volumes through downtown Bishop on US 395 are around 200 – 300 trucks per day lower than truck volumes near Big Pine.
- Truck traffic may continue to increase in the future due to the growth of warehousing and manufacturing in the Reno/Carson City area and the growth of e-commerce.
- The relatively higher traffic volumes along US 395/ Main Street create an uncomfortable environment for bicyclists and pedestrians, particularly school children.
- The sharp turning radius at the corner of US 395 and Line Street is another concern. It is difficult for trucks and vehicles pulling trailers to make a left turn off of US 395 on to East Line Street without using a portion of westbound East Line Street.
- There are a higher number of bicycle/pedestrian accidents along the US 395 corridor in downtown Bishop as well as three auto collisions in 2016-2017.
- In most cities, local traffic is naturally diverted to side streets during times of high congestion. In Bishop, however, there are only three north – south through corridors for vehicles with US 395/Main Street being the primary corridor. SR 168/Line Street is the primary east – west corridor although South Street and Yaney Street also make the connection. All other east – west streets in Bishop end in a “T” intersection.
- Another issue associated with goods movement in Inyo County is overnight truck parking in the communities. Residents complain of idling engines, and trash on the shoulders of the state highways where trucks park. There is a need for more designated truck parking near US 395 corridor communities. The zone in Inyo County with the greatest truck parking need is near the intersection of US 6 and US 395 in Bishop. Strategies to address the truck parking issue are outlined in the Eastern California Freight Study which discussed on the following pages.

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

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

The construction of a truck bypass in Bishop has mixed approval among residents. Historically, downtown business owners have generally opposed a bypass for fear that interregional traffic will no longer stop in Bishop for services. However, the RTP community survey conducted in 2018 showed that over 60 percent of respondents found “too much truck traffic” at least somewhat concerning. With the expansion of the Bishop Airport to accommodate commercial service, a truck bypass near US 6 could provide additional ingress/egress for the airport.

The **Eastern Sierra Freight Corridor Study (2019)** had the following recommendations in Inyo County:

- Entice investment for private truck stops.
- Encourage expansion of the Ft. Independence Travel Plaza.
- Study the feasibility of a truck route that connects to an expanded Bishop Airport, and bypasses much of US 6 and US 395 through Bishop. Consider including a low-cost truck parking lot along the route, possibly near the airport.

- Implement a truck parking availability system at all rest areas, and advance notification of adverse highway conditions.
- Allow trucks to park at weigh stations and vehicle chain-up areas when not in use.
- Expand the parking time limit at rest areas beyond 8 hours.
- Add 30-50 new truck parking spaces to the Division Creek Rest Area.
- Add 22 new truck parking spaces to the Coso Junction Rest Area.

### **Goods Movement Projections**

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

### **TRANSPORTATION SYSTEM OPERATIONS AND MANAGEMENT**

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

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

Rideshare Programs – Rideshare databases and websites are a good method of matching commuters and thereby reducing the number of vehicles on the road. ESTA administers a small vanpool program between Mammoth Lakes and Bishop. The program is currently not in use.

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

### **Future of Transportation and New Technology**

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

The future of transportation is likely to include autonomous vehicles. A component of autonomous vehicles and new technology to ensure safer roadways is the idea of “connected vehicles” or technology which allows vehicles to talk to each other. The National Highway Traffic Safety Administration (NHTSA) is considering a requirement to mandate vehicle-to-vehicle communication using Dedicated Short-Range Communications (DSRC) for light duty passenger car fleets. At this time it is unknown if the technology will only be installed on vehicles or will require DSRC radios and roadside processors as part of the roadway infrastructure. No requirements for RTPA’s have been set at this time but this type of technology should be considered as part of future transportation planning.

### **AIR QUALITY**

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Control of mobile source emissions such as vehicular air pollution is the responsibility of the California Air Resources Board (CARB). CARB divides California into air basins and adopts standards of quality for each air basin. Inyo County is part of the Great Basin Valleys Air Basin with air quality managed by the Great Basin Unified Air Pollution Control District (GBUAPCD). GBUAPCD enforces federal, state and local air quality regulations including issuing permits for stationary sources of air pollution. Transportation projects are additionally subject to District Rules 400-Ringelmann Hart; Rule 401 Fugitive Dust and Rule 402-Nuisance.

The United States Environmental Protection Agency (EPA) established standards for air pollutants that affect the public health and welfare. Likewise, CARB established state standards that are lower than the federal standards. The six criteria pollutants are Carbon Monoxide (CO), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), Particulate Matter (PM), Lead (Pb), and Sulfur Dioxide (SO<sub>2</sub>). Federal regulations require that RTP’s in nonattainment or maintenance areas must



conform to *the State Implementation Plan (SIP)*. A SIP is a collection of regulations and documents used by a state, territory, or local air district to reduce air pollution in areas that do not meet National Ambient Air Quality Standards, or NAAQS. Inyo County is considered “in attainment” or unclassified for every federal air quality standard.

However, the Owens Valley PM10 (10 microns or smaller) Planning Area is a federal PM10 nonattainment area. GBUAPCD prepared a SIP in 2016 for the Owens Valley PM10 Planning Area to provide a plan and a control strategy to implement control measures on additional areas of Owens Lake to attain the federal air quality standards. The 2016 SIP determined that the transportation related emissions were determined not to be a significant source of particulate matter.

As for state standards, Inyo County is not in attainment for Ozone and PM-10. Local data collected by the GBUAPC indicates that PM 10 and PM 2.5 levels are “good” in Inyo County.

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



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

Transportation issues and needs in the Inyo region are discussed in the Modal Element. Below provides goals, objectives, and policies to assist in setting transportation priorities.

### **GOALS, POLICIES, AND OBJECTIVES**

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

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

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

The California Transportation Plan (CTP) 2040 is the statewide long-range transportation plan designed to meet mobility needs as well as reduce GHG emissions. The purpose of the CTP is to

provide a common policy framework which will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. The overall goal of the CTP 2040 is to provide support for three outcomes: 1) Prosperous Economy, 2) Human and Environmental Health, 3) Social Equity. SB 391 requires Caltrans to prepare a statewide long-range transportation plan to reduce GHG emissions. The CTP 2040 demonstrates how major metropolitan areas, rural areas and state agencies can coordinate planning efforts to achieve critical statewide goals. ICLTC will work to align with the goals, policies, strategies and recommendations laid out in the CTP 2040 where applicable. The CTP is currently being updated.

## **GOALS AND POLICIES**

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

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

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

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

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

Policy 2.1.1: Better Road and Weather Conditions Information. Provide better road and weather condition information to the traveling public. This may include elements of the 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 Plan1.

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.



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



### PLAN ASSUMPTIONS

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

- Environmental Conditions – No change is assumed in attainment status for air or water quality affecting transportation projects.
- Travel Mode – The private automobile will remain the primary mode of transportation for residents and visitors. Over the 20 year planning period, autonomous vehicles may begin to become more common. Public transportation will remain a vital service for the elderly, low-income, and for people with mobility limitations. Bicycle and pedestrian travel will increase modestly as facilities are improved, for both recreational and utility purposes.
- Changes in Truck Traffic/Goods Movement – Due to economic activity in the Reno/Carson City area and along the US 395/6 corridor and increase of e-commerce, truck traffic will increase during the planning period. The Eastern Sierra Corridor Freight Study is estimating growth over 20 years to be 37-59%
- Transit Service – Though future planning efforts may lead to expansion of services in Inyo County, any expansion will not significantly impact overall traffic levels. Demand for public transit will increase with population growth, higher county visitation and as the population ages.
- Population Growth –The population of Inyo County will increase at the rate estimated by California Department of Finance, less than one percent annually.
- Recreation/Visitor Use – Recreation/visitor use at National Forest trailheads and in Death Valley National Park is likely to increase over the 20 year planning period. Inyo

- County roadways, forest roads, bicycle paths and parking areas will be affected. US 395 will also see an increase in traffic due, in part due to increased skier traffic to Mammoth Mountain. Tourism will continue to drive the economy with the most job increases occurring in the retail sector.
- Limited Development – Inyo County will continue to maintain its rural atmosphere. No new influx of major commercial development is anticipated in the county.
- Planning Requirements – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This includes building the infrastructure for a zero-emission public transit fleet. This RTP is a dynamic document which will be updated as requirements change.
- Motor Fuel Consumption – Per the US Energy Information Administration, motor gasoline consumption in the transportation section will decrease by 30 percent by 2040. However, diesel fuel consumption in the transportation sector is projected to decrease by only 2 percent by 2040.
- Future Technologies – At the end of the planning period autonomous trucks and private vehicles may begin to be viable.
- Cost Estimates – Inflation will continue at a rate consistent with the growth of the Consumer Price Index over the previous 20 years. Fuel tax revenues will remain relatively flat over the short-term planning period and begin to decline over the long term.

## **TRANSPORTATION SAFETY**

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for travelers. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP) in 2006 and was last updated in 2014. The Goal of the plan is “Toward Zero Deaths” by using the 4E approach of: engineering, enforcement, education and emergency medical services. Between 2012 and 2020 the SHSP aims to reduce fatalities by 3 percent per year and severe injuries by 1.5 percent per year. The latest update of the SHSP identifies the following Challenge Areas:

- Roadway Departure and Head-On Collisions
- Intersections, Interchanges, and Other Roadway Access
- Work Zones
- Alcohol and Drug Impairment
- Occupant Protection

- Speeding and Aggressive Driving
- Distracted Driving
- Driver Licensing and Competency
- Pedestrians
- Bicycling
- Young Drivers
- Aging Road Users
- Motorcycles
- Commercial Vehicles
- Emergency Medical Services

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

#### **TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS**

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

Disasters which may require evacuation and a strain on the transportation system could include terrorist attacks as the region has a high level of visitors. Natural disasters such as wildfire are the most likely evacuation scenarios. Identifying evacuation routes and other methods of evacuation is pertinent to the scope of the RTP. The principal arterial traversing Inyo County is US 395 which acts as the primary evacuation route for many Inyo County communities, such as Bishop, Big Pine, Independence, and Lone Pine. US 6 is a secondary evacuation route for Bishop area residents. SR 190 is an important highway as it traverses the county in an east –west direction and would be the primary evacuation route for Death Valley National Park. SR 127 and 178 are important evacuation routes for the southeastern communities of Shoshone and Tecopa.

The *Inyo County Multi-Jurisdictional Hazard Mitigation Plan (2017)* identified the following ten hazards which could potentially impact Inyo County:

- |                           |                    |
|---------------------------|--------------------|
| – Avalanche               | – Drought          |
| – Dam or Aqueduct Failure | – Flood            |
| – Disease/Pest Management | – Geologic Hazards |

- Hazardous Materials
- Seismic Hazards
- Severe Weather
- Wildfire

The plan includes strategies to reduce the impacts of the identified hazards on community members and critical infrastructure. The strategies will improve communication between the community and government officials as well as strive to lessen the impact of the hazards. The implementation of ITS projects such as Road Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCTV) can assist with maintaining a steady flow of traffic on these state highways while keeping evacuees informed. In the event of a natural disaster, ESTA vehicles should be made available to transport evacuees (particularly those with disabilities). Additionally, ambulances stationed in the various communities could be called upon for assistance in the transportation of special needs residents. The publicly operated airports in Inyo County are available for emergency evacuation.

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

## **TRANSPORTATION SYSTEM IMPROVEMENTS**

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

### **Project Specific Performance Measurement Development**

With diminishing transportation funding at the state level, it is becoming increasingly important to establish a method of comparing the benefits of various transportation projects and considering the cost effectiveness of proposed projects. According to the RTP Guidelines, performance measures outlined in the RTP should set the context for judging the effectiveness of the Regional Transportation Improvement Program (RTIP) as a program. More detailed project specific performance measures used to quantitatively evaluate the benefit of a transportation improvement project should be addressed every two years in the region’s RTIP.

This section of the Action Element discusses performance measures used to evaluate regional transportation improvement projects in Inyo County. The performance measures listed in Table 11 are used in the development of short-term capital improvement plans to prioritize improvement projects and to determine each project’s cost-effectiveness. Performance

**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 168) Increase transportation options in/out of county	Work with Caltrans to provide acceptable LOS on all regionally significant roadways  Complete US 395 4-lane projects  Improve Airports, non-motorized facilities, and public transit
<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

measures will be used to monitor how well the transportation system is functioning both now and in the future. The RTP performance measures are amended as necessary to reflect future changes in regional needs, goals, and policies.

- Mobility/Accessibility (M/A)**—The Performance Measures for Rural Transportation Systems Guidebook defines mobility as “the ease or difficulty of traveling from an origin to a destination.” For highly populated regions, mobility refers to delay and travel time. As demonstrated in Table 9, Inyo County experiences some traffic congestion along the only remaining two-lane section of US 395 in terms of poor LOS (below LOS C). The top priority RTP projects designed at adding capacity to US 395 will improve mobility for Inyo County residents.

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

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

### **Objectives:**

- 1) Provide acceptable LOS on state highways in the region
  - 2) Complete US 395 4 lane projects
  - 3) Improve airports, non-motorized facilities and public transit
- **Safety and Security (S)**—Safety plays a large role in the consideration of transportation projects in the Inyo region. A reduction in the number of fatal vehicle accidents per VMT is a good quantitative measure of the impact of a project on regional safety. In 2017, Inyo County’s fatality rate was 0.15 per million vehicle miles travelled. For the same year Inyo County had .257 collisions per million annual vehicle miles travelled on state highways. Most RTP projects will increase safety, including Inyo County’s top priority project, 4-lane US 395. Also, the expansion of the regional non-motorized facility network will reduce vehicle/bicycle/pedestrian conflicts and roadway rehabilitation provides a smoother and safer driving surface. Widening shoulders of state highways and county roadways would improve safety for both non-motorized and motorized users of the regional transportation system. Bridge replacement projects also address safety concerns.

### **State Highway Objectives:**

- 1) Reduce accidents on state highways below .257 per million annual VMT
- 2) Reduce countywide fatalities below 0.15 per million annual VMT
- 3) Complete US 395 4-lane projects
- 4) Reduce average annual bicycle/pedestrian crashes from 5.4

### **Local Roadway Objectives:**

- 1) Reduce number of fatal collisions on local roadways from 6 in 2017
- 2) Reduce number of total collisions from 52 in 2017
- 3) Reduce average annual bicycle/pedestrian crashes from 3



- System Preservation (SP)—Maintaining regional roadways in satisfactory condition is a top priority for the region as well as the number one priority in the California Vehicle Code. In Inyo County, roughly 11 percent of county roadways have a PCI of 0 to 25 and the average PCI is 62 which is the same as for the previous RTP update. For Bishop City streets, only 1.5 percent of streets have a PCI of 25 or less and the average PCI is 58 which represents a slight improvement from the previous RTP update. By performing routine roadway maintenance, the County of Inyo and City of Bishop will reduce the need for larger roadway rehabilitation projects in the future.

**Objectives:**

- 1) Maintain city and county roadways at an average PCI of 70 or better
  - 2) Reduce Distressed State Highway Miles
  - 3) Zero Structurally Deficient Local Bridges
- Complete Streets/ Active Transportation (CS)— “Complete Streets” refers to a transportation network that is planned, designed, constructed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, commercial vehicles and motorists appropriate to the function and context of the facility. Designing roadways to safely accommodate all users while minimizing conflict between motorized and non-motorized uses meets safety as well as state climate change goals. Encouraging more active transportation through transportation improvement projects also meets states public health objectives. Providing infrastructure for electric bicycles will help meet these goals.

**Objectives:**

- 1) Increase County Bicycle Mode Split from 5.6%
  - 2) Increase County Walk Mode Split from 8.3%
- Economic Well Being (EW)—Improving the transportation infrastructure is an important part of boosting the economic well-being of Inyo County. All types of capital transportation improvements ranging from local roadway rehabilitation to bicycle paths to airport improvements may encourage tourism and attract new businesses. As Inyo County is a recreation oriented tourist destination, particular attention should be paid to facilities which connect with trailheads or other recreation options. Trailhead shuttles into town are important for through hikers wanted to come into towns for resupply, dinner or hotels.

**Objectives:**

- 1) Provide acceptable LOS on all State highways, provide safe and attractive transportation facilities
- 2) Improve airports

## Completed Projects

Since the last RTP update, ICLTC has completed a number of transportation improvement projects ranging from improvements ranging from roadway rehabilitation, constructing bicycle lanes to rehabilitating airport runways. These accomplishments are listed in Table 12.

Table 13 presents Caltrans completed State Highway Operation and Protection Program (SHOPP) projects since 2015. Completed projects include shoulder widening, culvert replacement as well as archeological pre-mitigation for a priority RTIP project.

## PROPOSED PROJECTS

Proposed transportation improvement projects are listed in Tables 14 - 26. Projects are categorized by transportation facility and funding source. Each project is linked to one of the performance measures described above. The following improvement projects are consistent with those included in the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP) and the 2018 Regional Transportation Improvement Program (RTIP).

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

Tier 1 projects are considered fully fundable during the 2018 State Transportation Improvement Plan five-year cycle.

Tier 2 projects are considered fully fundable during the first ten years of the RTP (by 2029).

Tier 3 projects are considered fundable given current revenue projections over the long-term (11 – 20 years) or by 2039.

Financially Unconstrained—The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years unless new funding sources become available.

Determining exact construction costs of transportation projects is difficult, especially for long-term projects. Over recent years, construction prices have varied greatly. In an effort to produce a realistic view of the Inyo region’s transportation improvement costs, the cost estimates in the ensuing tables have been adjusted for inflation. A projected annual rate of inflation of 2.65 percent was applied to RTP projects, reflecting the average annual rate of change of the Consumer Price Index from 1998 to 2018. Many of the projects in the following transportation improvement tables do not have construction years specified. Therefore, short-term project costs with unknown construction dates were adjusted to represent 5 years of

**TABLE 12: Recently Completed Transportation Improvement Projects in Inyo County**

Lead Agency	Project Description	Construct Year	Funding Source
County	South Bishop Resurfacing	2015	STIP
County	West Bishop Resurfacing	2017	STIP
County	Sunland Bike Lanes	2015	STIP (TE)
County	Ed Powers Bike Lanes	2016	STIP (TE)
County	Whitney Portal Road Reconstruction	2016	FLAP
County	Bishop Airport - Airfield Lighting, Signing and Visual Aids Rehabilitation Project Phase 1	2016	FAA ACIP
County	Bishop Airport - Pavement Crack Repairs, Pavement Sealing and Paint Markings, and Terminal Area Security Fencing	2016	FAA ACIP
County	Bishop Airport - Runway 17-35 Rehabilitation	2017	FAA ACIP
County	Bishop Airport - Apron Rehabilitation with PMMP Study	2018	FAA ACIP
County	Lone Pine Airport - Airfield Lighting and Visual Aids Improvements	2017	FAA ACIP
County	Independence Airport - Runway 14/32 Pavement Crack Repair, Sealing and Marking	2016	FAA ACIP
County	Slurry seal and restriping of Shoshone Murray Sales Airport	2018	Cal Aeronautics
County	Dehy Park Independence - Path through park with interpretive material	2018	STIP
City	Curb, sidewalk and curb ramps on Fowler and Church Streets	2015	City of Bishop
City	City Front Path	2016	City of Bishop
City	Bishop Bikeshare Project	2016	City of Bishop
City	Spruce Street Fiber Seal	2018	City of Bishop
City	Main Street Light Relocation	2017	City of Bishop
City	City Street Digouts	2017	City of Bishop
City	South Street Pavement	2017	City of Bishop
ESTA	Phase I Operations and Maintenance Facility Improvements Bus Parking Improvements	2017	STIP

Source: Inyo County and City of Bishop

**TABLE 13: Caltrans District 9 Recently Completed SHOPP Transportation Improvement Projects in Inyo County**

Project Name	Work Description	Funding Source
US 395 Paving Projects	Repave US 395 near Big Pine, Bishop, Lone Pine and Coso Junction	SB 1
Independence at Fort Independence Rd	Reopen Material Site #118	SHOPP
In Inyo County near Fort Independence	Pave the medium of US 395 and install culverts	SHOPP
Near Big Pine and Reynolds Rd	Widen Shoulder on SB Right Turn Lane	SHOPP
Brockman Material Site #116	Remove debris and revegetate	SHOPP
Independence, 1.1 miles south of Dump Road	Emergency culvert repair	SHOPP
Towne Pass Rock fall	Realign roadway from 8 miles east of Panamint Valley Road to 10 miles west of Wildrose	SHOPP
Haiwee Clear Zone - Shoulder widening and construct rumble strip	US 935 from Rose Valley Ranch Road to 1 mile north of LA Aqueduct Bridge #48-15L	SHOPP
Northbound Barlette Capital Maintenance Project	US 395 between 0.7 miles south of Cottonwood Road and 0.4 miles south of Lubkin Canyon Rd	SHOPP
Shoshone Capital Maintenance Project	US 395 from San Bernardino County Line to 4.6 miles north of SR 178 West	SHOPP
Archeological Pre-Mitigation for Olancha 4 lane project	Near Olancha and Cartago	SHOPP

inflation, mid-term project costs were adjusted to represent 10 years of inflation and long-term projects were adjusted to represent 20 years of inflation.

**Caltrans State Highway Operation and Protection Program (SHOPP) Projects** (Table 14)—The financially-constrained SHOPP plan for Inyo County includes a variety of safety, capacity enhancement and system preservation projects on Inyo County state highways. Projects are anticipated to total nearly \$56 million over the next ten years.

**Caltrans SHOPP Minor Projects** (Table 15)—The SHOPP Minor Program is a funding program reserved for SHOPP eligible smaller capital improvement projects less than \$1.2 million. Table 15 presents Minor Program improvements in Inyo County. Some of these address important safety issues in Bishop such as signal construction as well as environmental drainage issues in Death Valley.

Route	Back Post Mile	Ahead Post Mile	Project Location	Project Description	Total Project Cost (\$1,000s)	Program - Status
395	56.8	58.3	Lone Pine from Teya Road to East Lubkin Avenue	Lone Pine Sidewalk and ADA	NA	SHOPP - PID
395/168	114.98	117.8	Bishop from Jay St. to Barlow Lane and SR 168 from Pioneer Lane	Bishop Rehab Pavement and ADA	NA	SHOPP - PID
168	16.2	17.9	Near Bishop from Grandview to Home St.	Thin blanket and re-stripe to reduce accidents, provide parking and bike lanes	\$1,238	SHOPP - PA & ED
Various			Various locations	Remove and replace end treatments, guardrail and delineators	\$2,831	SHOPP - PA & ED
395	37.6		Near Cartago and Lake Street	Construct Pre-mitigation area	\$1,870	SHOPP - PA & ED
395	117.3	117.8	Near Bishop from see Vee Lane to Barlow Lane	Meadow Farms ADA Improvements	\$16,279	SHOPP - PA & ED
Various			Various locations in Inyo and Kern Counties	Install Zero Emission Vehicle Charging Stations at D9 Office and Rest Areas	NA	SHOPP - PS&E and R/W
190	69.2	69.8	14 miles east of Panamint Springs	Towne Pass Curve Correction	\$8,968	SHOPP - PS&E and R/W
136, 395			Near Lone Pine	Lone Pine CAPM - Mill and replace hot mix asphalt	\$7,170	SHOPP - PS&E and R/W
178	43.4	44.2	Near Shoshone, near Shoshone at 0.5 mile east of SR 127	Shoshone Drainage - Replace and enhance culverts	\$3,010	SHOPP - PS&E and R/W
127	22.7		From 6.27 miles north of junction SR 178 to 10.46 miles south of State Line Rd	Amargosa Culverts - Replace culverts at 4 locations	\$2,430	SHOPP - CON
6	4.3	8.4	Near Bishop from 0.4 mile north of Silver Canyon Road to 0.1 mile north of Pumice Mill Road	McNally Shoulder Widening	\$3,790	SHOPP - CON
168/395	17.5	18.3	0.1 mile west of Pioneer Lane to US 395 and on US 395 from 0.1 mile south of Jay Street to Wve	Bishop ADA - Const. sidewalks, curb ramps and driveways	\$4,718	SHOPP - CON
395	77.4	91.6	Near Independence from 0.4 mile north of Fort Independence Rd to 0.2 mile south of Elna Road	Black Rock CAPM - double chip seal over fabric	\$3,916	SHOPP - CON
190	126.2	140.7	Near Death Valley from 14.4 miles west of SR 127 to SR 127	Death Valley Jct - Thin blanket overlay	NA	SHOPP - CON
					<b>\$56,220</b>	
<small>Note: PID = Project Initiation Document, PA &amp; ED = Project Approval and Environmental Documentation, PS&amp;E and R/W = Plans, Specifications, and Estimate and Right of Way, CON = Construction  Source: Caltrans District 9 Project Status 07/2018</small>						

**Inyo County Top Priority Funded Regional Roadway Projects** (Table 16)—Inyo County’s portion of the Statewide Transportation Improvement Program (STIP) for fiscal years 2018 – 19 FY 2022 – 23 is presented in Table 16. This table represents programmed Regional Improvement Program (RIP) funds for the Inyo region.

The project intent statements below outline the purpose and need of Inyo County 2018 RTIP projects.

Olancho/Cartago 4 Lane—US 395/ SR 14 corridor is the primary route from the greater Los Angeles Basin to the Eastern Sierra recreation opportunities, including Mammoth Mountain Ski Resort. Portions of this corridor are two lanes and as discussed in the existing conditions, several fatalities have occurred here due to unsafe passing.

**TABLE 15: Caltrans District 9 Projects in Inyo County**

SHOPP Minor Projects

Route	Back Post Mile	Ahead Post Mile	Project Location	Project Description	Total Project Cost (\$1,000s)	Program - Status
168	17.3		Near Bishop, from 0.1 mile west of Barlow Lane to Pacu Lane	South See Vee Signal	\$368	PS&E/RW
178	45.5	47.58	From 2.4 miles east of Inyo County Dump Station Road to 1.4 miles west of Chicago Valley Road	Install Guardrail	\$297	CON
395	73.8		Independence Maintenance Station	Install Equipment Canopy	\$1,250	PS&E/RW
395			On US 395 and northern intersection with See Vee	North See Vee Signal	NA	CON
Various			Various locations	Construct pedestrian activated signals	NA	PA&ED
6			In Bishop, 0.33 mile east of US 6 on Spruce St.	Bishop Maintenance Yard Expansion	NA	PS&E/RW
190	110	113.5	Death Valley National Park from Airport Rd to 0.2 mile east of Airport Rd	Travertine Drainage Restoration Project	NA	PA&ED
<i>Total Cost</i>					\$1,915	

Note: PID = Project Initiation Document, PA & ED = Project Approval and Environmental Documentation, PS&E and RW = Plans, Specifications, and Estimate and Right of Way, CON = Construction

- Additionally, traffic congestion occurs on busy ski or holiday weekends. As such the counties of Inyo, Mono and Kern have entered into several Memorandums of Understanding (MOU) to pool STIP funding so as to leverage state funds and implement projects to increase the capacity of the corridor to a continuous 4-lane expressway. Per the agreement, the home agency pays 40 percent of the cost of MOU improvement projects while the other two agencies each pay 10 percent. The remaining 40 percent is covered by state ITIP funds. The first MOU project, Freeman Gulch Segment 1, was completed in 2018 and constructed a 4 lane express way of SR 14 just north of SR 178 to Indian Wells.
- The next priority project is the Olancha—Cartago 4-lane project. As shown in Appendix B, 14 fatalities occurred on this segment of US 395 over a 10 year period. Additionally this segment of highway operates at LOS D. This project will address roadway safety, provide for continuity of the US 395 corridor, meet present and future vehicular and goods movement traffic demands, and bring the highway up to current design standards. It will include Complete Streets elements, such as, new shoulders, a new non-motorized multi-use undercrossing, Class III Bike Route, bus turnout, and potential intersection improvements that would benefit pedestrian and bicycle mobility. Due to ICLTC expending more than its share for the Freeman Gulch Segment 1 project, ICLTC is funding less than the 40 percent for the construction component of Olancha – Cartago, roughly 18 percent. The difference will be funded with ITIP funds. The Olancha – Cartago project Construction component is programmed in the 2018 RTIP for 2021. ICLTC’ share is \$16,803,000.



**TABLE 16: Inyo County Top Priority Funded Regional Roadway  
Currently Programmed Projects in RTIP or grant funded**

Priority <sup>(1)</sup>	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>State - MOU(3)</b>											
1	US 395	Olancha to Cartago	4 - lane expressway from PM 29.2 to 41.8 - CON	2021	\$92,950	STIP / ITIP / MOU	x		x		x
1	SR 14	Kern County - Freeman Gulch - Segment 2	4 - lane expressway - PS & E	2019	\$4,900	STIP / ITIP / MOU	x		x		
<b>County</b>											
1	South Lake Road	South Lake Road	Reconstruct 6.9 miles of County road adding bicycle lanes for 2 miles - CON	2020	\$1,369	STIP/ FLAP(4)		x	x		x
1	East Line St.	East Line Street Bridge over Bishop Creek Canal	Replace and widen existing bridge, construct shoulders and sidewalks - Environmental	2019	\$191	STIP	x		x		x
1	Lone Pine Town Rehabilitation	East Mountain View St., N. and S. Brewery St., Whitney Dr., Post St. Tim Holt Str. Lone Pine Av. Lake View and Muir St.	Repave and construct bike lanes and walking lanes	2019	\$61	STIP	x		x		x
<b>Total Cost</b>					<b>\$99,471</b>						
Source: 2018 Inyo RTIP											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years											
Note 2: PID = Project Initiation Document, PA & ED = Project Approval and Environmental Documentation, PS&E and R/W = Plans, Specifications, and Estimate and Right of Way, CON = Construction											
Note 3: Represents total cost of project component, not just the ICLTC share											
Note 4: FLAP = Federal Lands Access Program											

- **Kern County Freeman Gulch Segment 2**—This four lane expressway project is the next priority MOU project. The project will widen 4.8 miles of SR 14 near Ridgecrest south of SR 178 west to 0.5 mile north of Route 178 west to four lanes. The design component of this project is being reprogrammed in the 2018 STIP from the 2016 STIP. The ICLTC share for the design component is \$360,000.
- **South Lake Road**—This project will reconstruct the failing 6.9 mile South Lake Road which is a popular recreation destination. The STIP funded portion of this project represents the 12 percent match for Federal Lands Access Program (FLAP) funds. The project is programmed for construction in the 2018 RTIP for 2019-2020.
- **East Line Street Bridge Project**—The East Line Street Bridge span is less than 20 feet and therefore ineligible for Highway Bridge Program funds. East Line Street is a two lane city street with variable width shoulders and intermittent sidewalks and provides the only access to the Bishop Airport. The bridge crosses the Bishop Creek Canal at the eastern city limit. There is lack of adequate separation between vehicular traffic and pedestrian

traffic on the aging bridge as well as lack of protection of the above-ground 10 inch water main. The project will replace the existing 18.5 foot long by 30 foot wide bridge with a 30 foot long by 60 feet wide bridge. There will be 12 foot travel lanes, 8 foot paved shoulders/bike lanes and 10 foot sidewalks with an 8 inch high curb. The water main under the canal will also be relocated and the grade approaches to the bridge will be lowered. The environmental component is programmed in the 2018 RTIP for a cost of \$191,000.

- **Lone Pine Town Rehabilitation**—This project will repave the following streets: East Mountain View St., North and South Brewery St., North and South Whitney Dr., East Post St., West Post Street, Tim Holt St., North and South Lone Pine Av., North and south Lake View St. and East Muir St. Bike lanes will be striped on Post St. Lone Pine Ave and Lake View St. The ESTA bus loading area on E. Muir St. will be improved and all pedestrian facilities will be upgraded to ADA standards. Select streets will be striped for on road walking lanes. The environmental component is programmed in the 2018 RTIP for a cost of \$61,000. This project will reduce the percentage of distressed lane miles in the county and improve system preservation. Lone Pine is a gateway community to both Mt. Whitney and Death Valley National Park and therefore, well maintained and safe roadways are important for economic vitality. The community also sees a relatively high number of pedestrians in the summer months so bike lane and walking lanes are equally important for safety.

**Long-Term Priority Regional Projects**—Table 17 and 18 list projects which will potentially be funded over the latter half of the RTP planning period. STIP and Federal Lands Access Program (FLAP) funds are potential funding sources for these county and city projects. Approximately \$62 million in regional funds will be required to construct these projects. These projects will address a variety of transportation issues identified in Chapter 3 of this RTP, including safety and preserving the roadway system which is often used by visitors to the area.

**Regional Highway Bridge Program Projects**—Table 19 presents local roadway bridge rehabilitation and reconstruction projects to be funded with Highway Bridge Program (HBP) funds. The local match for these projects will likely stem from Toll Credits. A total of \$49.5 million in project costs is estimated.

**Financially Unconstrained Regional Roadway STIP Projects**—Table 20 presents Inyo County's "wish list" of transportation improvements to the state highway system and regionally significant roadways. Although not considered top priority projects, these improvements are important to the region. Cost estimates for unconstrained STIP and FLAP projects reach over \$127 million.

### **Transit Capital Improvement Projects**

Similar to other rural transit agencies, ESTA must operate long distances and in all types of weather conditions. As such, it is important to develop an appropriate transit vehicle

**TABLE 17: Inyo County Regional Roadway Projects**  
Long-Term - 10 -20 years

Priority(1)	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>State - MOU</b>											
2	SR 14	Kern County - Freeman Gulch Segment 2 Construction	4-lane expressway	TBD	\$2,500	STIP / ITIP / MOU	x		x		
2	SR 14	Kern County - Freeman Gulch Segment 3 all phases	4-lane expressway	TBD	\$5,000	STIP / ITIP / MOU	x		x		
3	US 395	Mono County (Bridgeport area passing lanes	Passing lanes in both directions at two locations	TBD	\$2,000	STIP / ITIP / MOU	x		x		
<b>County</b>											
2	Trona-Wildrose Rd	0.5 mile section from San Bernardino County Line	Level out uneven road surface (dips) on high speed rural road	TBD	\$500	STIP	x				
2	Sawmill Rd	Sawmill Rd	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$2,000	STIP	x	x			x
2	Alabama Hills Rehabilitation Project	Streets in Alabama Hills Residential Area	Rehabilitation - transverse cracks	TBD	\$2,000	STIP		x			
2	Poleta Rd / East Line Street Joint City/County	Poleta Rd / East Line Street	Bridge replacement for structurally deficient bridge which does not qualify for HBP funding	TBD	\$1,500	STIP	x				
2	Glacier Lodge Rd	From US 395 to road end	Reconstruct	TBD	\$1,000	STIP match for FLAP		x		x	
2	Onion Valley Rd	From west end of Independence to road end	Reconstruct	TBD	\$1,000	STIP match for FLAP		x		x	
<b>City</b>											
2	Warren St Improvements Phase 2	Warren Street	Pavement, curb, gutter, amenities	TBD	\$2,500	STIP	x	x	x		x
2	East Line St Improvements	East Line St	Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage	TBD	\$2,600	STIP	x	x	x		x
2	Whitney Alley Drainage	Whitney Alley	Construct concrete gutter	TBD	\$70	STIP		x			
2	Third St. Drainage	Third St	Construct storm drain on Third Street Clarke to China Slough	TBD	\$200	STIP		x			
2	Short Street Improvements Phase 1	Short St	Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage as practical West of Sneden	TBD	\$600	STIP	x	x	x		x
2	Third St Improvements	Third St	Rehabilitate pavement, curb, gutter, sidewalk, drainage along Third South to Pine	TBD	\$2,000	STIP	x	x	x		x
2	May St Improvements	May St	Rehabilitate pavement, curb, gutter, sidewalk along May Main to Hanby	TBD	\$2,000	STIP	x	x	x		x
2	Alley Improvements	Misc City of Bishop	Rehabilitate alley pavement and improve drainage	TBD	\$2,400	STIP		x			
2	Willow Street Improvements	Willow St	Rehabilitate pavement, curb, gutter, sidewalk along Willow Main to Hanby	TBD	\$2,000	STIP	x	x	x		x
2	Iris Street Improvements	Iris St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$250	STIP	x	x	x		x
2	Clarke Street Improvements	Clarke St	Rehabilitate pavement, curb, gutter, sidewalk along Clarke Main to Third	TBD	\$1,000	STIP	x	x	x		x
2	Short Street Improvements Phase 2	Short St	Rehabilitate pavement, const curb, gutter, and sidewalk, imp drainage as practical east of Second	TBD	\$600	STIP	x	x	x		x
<b>Death Valley National Park</b>											
2	SR 190	Death Valley - Ryans Pass	Visitor Use Facilities	TBD	NA	FLAP			x	x	
					<b>Total Cost</b>	<b>\$33,720</b>					

Source: Inyo County, City of Bishop  
 Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years  
 Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1998 - 2018

replacement schedule. Upgrading passenger facilities and amenities is important for providing mobility to existing passengers, particularly ADA eligible passengers. There is also a need to upgrade the existing operations facility at the Bishop Airport. Table 21 presents transit capital improvement projects for the short and long-term planning periods. Transit vehicles will be replaced at the end of their useful life using a combination of Federal Transit Administration (FTA), local match and state bond funds. Phased improvements for a new operations and maintenance facility will likely be funded with STIP funds.

**TABLE 18: Inyo County Regional Roadway Projects**  
**Long-Term - 10 - 20 years**

Priority <sup>(1)</sup>	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>County</b>											
3	Nine Mile Canyon Rd	Nine Mile Canyon Rd	Reconstruct	TBD	\$1,000	STIP FLAP Match		x			
3	South Barlow Lane	South Barlow Lane / Reata Road	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$2,251	STIP	x	x			x
3	Mummy Lane	Mummy Lane Bridge	Deteriorating bridge, does not qualify for regular bridge program funds	TBD	\$1,500	STIP, HSIP, Local	x	x			
3	West Bishop Phase II	McLaren and other streets	Reconstruct roadway - transverse cracks	TBD	\$3,000	STIP		x			
3	Independence Rehabilitation Phase II	Town streets in Independence	Reconstruct roadway - transverse cracks	TBD	\$2,000	STIP		x			
3	Stateline Road	Death Valley Junction to Nevada State Line	Rehabilitate Roadway	TBD	NA	STIP	x	x		x	
<b>City</b>											
3	Moffet Street Improvements	Moffet St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$500	STIP	x	x	x		x
3	West Yaney Improvements	Yaney St	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk, improve drainage	TBD	\$1,600	STIP	x	x	x		x
3	Church Street Improvements	Church St	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk as practical	TBD	\$500	STIP	x	x	x		x
3	Fowler Extension	Fowler St	Extend Fowler to Sierra Street	TBD	\$2,000	STIP			x		
3	See Vee Extension	See Vee Lane	Signalize and extend See Vee Lane (joint with County and Caltrans)	TBD	\$3,500	STIP	x		x		
3	Sierra Street Extension	Sierra St	Extend Sierra Street to See Vee Lane	TBD	\$3,000	STIP	x		x		
3	Wye Road Intersection	Wye Rd	Improve intersections with Highway 6 and highway 395 (joint with Caltrans)	TBD	\$2,000	STIP	x		x		
3	First Street Improvements	First St	Drainage, pavement, curb, gutter, sidewalk	TBD	\$500	STIP	x		x		x
3	West Pine Street Improvements	West Pine St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage Home to Main	TBD	\$1,760	STIP	x		x		
3	Snedden Street Improvements	Snedden St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage South to Line	TBD	\$980	STIP	x		x		x
3	Airport Freight Access Route		Extend to Airport (joint with County)	TBD	\$3,000	STIP			x	x	
					<b>Total Cost</b>	<b>\$29,091</b>					
<small>Source: Inyo County, City of Bishop            Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained            Note 2: Construction costs adjusted to reflect 20 years of inflation based on the CPI</small>											

### Non-Motorized Facility Improvement Projects

Throughout the development of this RTP, the importance of increasing safety for bicyclists and pedestrians has been identified by stakeholders, tribal entities and the public. The Eastern Sierra communities are fairly compact, lending to the ease of non-motorized transportation provided it is relatively safe. Additionally, many residents do not have a vehicle. In order to promote safe active transportation, the County and the City of Bishop have identified a list of bicycle path and sidewalk projects. Short-term funded projects are identified in Table 22. Other long-term and financially unconstrained bicycle improvement projects outlined in the Inyo County Collaborative Bikeways Plan 2008 and Active Transportation Plan are displayed in Tables 23 through 25.

As part of the Active Transportation Planning effort, evaluation criteria were developed with which to prioritize active transportation projects. High scoring projects are the top priority

**TABLE 19: Inyo County Regional Highway Bridge Program Projects**

Priority <sup>(1)</sup>	Funding Source	Project Proponent	Location	Project Description	Total Cost (\$1,000) <sup>(2)</sup>	Construction Year	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
1	HBP	County	Carroll Creek Road Bridge	Replace bridge	\$3,500	2020	HBP	x	x			
1	HBP	County	Oak Creek Road Bridge	Replace bridge	\$3,500	2020	HBP	x	x			
1	HBP	County	Walker Creek Road Bridge	Replace Bridge No. 48C-39, across the Los Angeles Aqueduct. The existing one-lane, 9-foot wide bridge will be replaced with a 28 feet wide bridge	\$4,217	2020	HBP	x	x			
2	HBP	County	Fall Creek Road Bridge	Replace bridge	\$4,546	2025	HBP	x	x			
3	HBP	County	All bridge locations	Replace all bridges on County's bridge list that are structurally deficient/functionally obsolete	\$33,745	TBD	HBP	x	x			
<b>Total Cost</b>					<b>\$49,508</b>							

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

projects when applying for ATP grants. The evaluation criteria are listed below in order of weighting:

There are few funding sources available for bicycle and pedestrian projects. The state Active Transportation Program is the primary source of revenue for non-motorized improvement projects. The ATP Grant program is highly competitive; therefore, it is important to prioritize potential projects. The following evaluation criteria were developed by the Consultant Team in coordination with staff in an effort to prioritize projects for the next ATP grant cycle. Each criterion has been assigned a weight, based on the goals and objectives of the Active Transportation Program. As part of the project prioritization process, each project should be categorized as to the degree it meets the evaluation criteria listed below: 0 = Does not meet criteria, 1 = Low, 2 = Medium, 3 = High. The degree the project meets the criteria is then multiplied by the weight to determine the number of points for the project. A total of 51 points are possible per project.

Evaluation Criteria

- Potential for Increased Walking or Bicycling (Weight = 5) – The primary objective of the ATP program is to increase the number of people in the plan area using active transportation. Therefore, this evaluation criterion is particularly important. In Inyo County, it is difficult to quantify existing and projected walking or bicycling rates, particularly for small project areas. In cases where quantitative data is not available, a qualitative analysis could be used, along with the general projections of bicycle/walking mode share increase discussed in this plan. Aspects of a project that are likely to increase walking or biking include: facility

**TABLE 20: Inyo County Regional Roadway Projects  
Financially Unconstrained**

Priority <sup>(1)</sup>	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>County</b>										
U	Old Spanish Trail Highway	Reconstruct roadway - transverse cracks	TBD	\$24,026	FLAP		x			
U	Sage Flat Rd	Reconstruct first mile of Sage Flat Rd and Olancha town streets	TBD	\$4,368	FLAP		x			
U	Pine Creek Road	Reconstruct - From US 395 to Rovana	TBD	\$2,485	FLAP		x			
U	Upper Horseshoe Meadows Road	Reconstruct - From first turn to Horseshoe Meadows recreational areas	TBD	\$12,000	FLAP		x			
U	Lower Horseshoe Meadows Road	2" overlay - From Whitney Portal Road to 1st turn, bicycle lanes from Whitney Portal to Sunset	TBD	\$12,000	FLAP / Local		x			
U	South Lake Road	Reconstruct, add turn lanes, bicycle lanes to South Fork	TBD	\$7,000	FLAP		x			
U	Ninemile Canyon Road Rehabilitation Project	Reconstruct, add additional guardrail	TBD	\$8,000	FLAP		x			
U	Pine Creek Road	Reconstruct - From US 395 to Rovana	TBD	\$2,485	FLAP		x			
U	Various	Provide surface treatment every 10 years and repaving/reconstruction every 20 years	Ongoing	NA	STIP		x			
U	Butcher Lane	Reconstruct	TBD	NA	IRR		x			
U	Bishop & Big Pine Roadway Restoration Phase I	2" AC overlay on 8.2 miles of County maintained roads in and around Bishop & Big Pine	TBD	\$1,556	Prop 1B equivalent		x			
U	Bishop & Big Pine Roadway restoration Phase II	Chip seal on 31.4 miles of road in and around Bishop & Big Pine	TBD	\$981	Prop 1B equivalent		x			
U	Old Spanish Trail Highway	Chip seal on the entire 30 mile length from SR 127 to the NV border	TBD	\$750	Prop 1B equivalent		x			
U	Lone Pine roadway restoration project	2" AC overlay on 6.7 miles of roadway in Lone Pine & the Alabama Hills subdivision	TBD	\$1,698	Prop 1B equivalent		x			
U	Independence area roadway improvement project	2" AC overlay on 6.0 miles of roadway on rural roads near Independence	TBD	\$978	Prop 1B equivalent		x			
U	Ninemile Canyon Road Rehabilitation Project	2" AC overlay on a 6.0 mile stretch of Ninemile Canyon Road	TBD	\$950	FLAP Prop 1B equiv.		x			
U	Olancha, Cartago, & Darwin Road Rehabilitation Project	2" AC overlay on 1.9 miles of road located near these rural communities	TBD	\$282	Prop 1B equivalent		x			
U	West Bishop Road Reconstruction Phase II	Reconstruct 2.0 miles of streets in the Lazy A & Meadows Farms subdivisions	TBD	\$1,744	STIP		x			
U	White Mountain Road	Rehabilitation	TBD	NA	FLAP		x			
<b>City</b>										
U	A Street	Construct new street between Line Street and North Sierra Highway (joint with Tribe)	TBD	\$10,123	STIP			x		
U	Rome Drive Extension	Extend Rome Drive west to A Street and east to Main Street and realign Park Street at Main	TBD	\$3,000	STIP			x		
U	Wye Road Widening	Widen road to five lanes	TBD	\$5,000	STIP			x		
U	Lagoon Street Extension	Extend Lagoon Street to Sunland Drive	TBD	\$1,500	STIP			x		
U	South Street West	Extend South Street to Sunland Drive	TBD	\$2,000	STIP			x		
U	Hanby Extension	Extend Hanby to Wye Road	TBD	\$3,000	STIP			x		
U	West Jay Street Extension	Extend Jay Street west to Sunland Avenue	TBD	\$3,000	STIP			x		
U	North Second Connections	Connect and extend North Second Street between East Line Street and Hanby Avenue	TBD	\$1,500	STIP			x		
U	See Vee Extension	Extend See Vee Lane to Jay Street	TBD	\$5,000	STIP			x		
U	Grove/Pine Realignment	Realign Grove Street and Pine Street at Main Street and signalize	TBD	\$8,000	STIP			x		
U	Wye Road Improvements	Rehabilitate pavement, construct curb, gutter, and sidewalk on south side west of Spruce	TBD	\$800	STIP			x		x
U	West Park Street	Realign Park/Main intersection and construct street to connect at Rome and Home	TBD	\$3,000	STIP			x		
<b>Total Cost</b>				<b>\$127,227</b>						

Source: Inyo County, City of Bishop

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

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



**TABLE 21: Inyo County Regional Public Transit Projects**

Priority <sup>(1)</sup>	Proposed Project Description	Construct Year	Total Cost (2)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
1	Continual Fleet Replacement	Beginning FY 2017 - 18	NA	PTMISEA / FTA	x	x			
1	Replace 19 vehicles	2019	\$3,327,768	FTA	x	x			
1	Replace 2 vehicles	2020	\$208,037	FTA	x	x			
1	Replace 7 vehicles	2021	\$706,485	FTA	x	x			
1	Replace 5 vehicles	2022	\$420,723	FTA	x	x			
1	Replace 6 vehicles	2023	\$697,620	FTA	x	x			
2	Phase II Operations and Maintenance Facility Improvements Construct New Administrative and Operations Facility	TBD	NA	STIP		x			
2	Fleet Electrification Infrastructure	2025	NA	FTA/STIP		x			
3	Improved passenger facilities- Mammoth Transit Center	TBD	\$2,476,300	STIP		x			x
3	Technological Improvements - software, onboard video, radios	TBD	NA			x			

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

separated from vehicle traffic and direct short distance connection between residential, Native American reservation and commercial facilities, schools, medical facilities, recreational facilities, employment centers, or public transit.

- Safety (Weight = 4)—An important factor to consider is the degree to which a project which has the potential to reduce accidents or increase safety for either existing or future users. A project can also meet these criteria at a high level if it eliminates potential safety hazards such as: reduces speed of nearby motor vehicles, increases sight distance and visibility between motorists and non-motorized users, addresses unsafe conditions, provides a separated facility between motorists, or improves compliance with traffic laws and non-motorized users.
- Public/Stakeholder Input (Weight = 2) —The City of Bishop recently conducted several community/stakeholder outreach efforts as a method to gauge public support for proposed ATP projects as well as identify new projects which meet community needs. At these meetings, participants were asked to identify their top priority projects from a master list of projects. Similar forums should be conducted by the implementing agencies. Projects which

- rank high among the public and stakeholders should receive the full weight for this evaluation criteria element.
- Closes a Gap in the Bicycle or Pedestrian Network (Weight = 1)—A project which closes an obvious gap in the sidewalk or bicycle facility network meets this criteria. This could be a small section of sidewalk within the City of Bishop or larger section of unsafe roadway commonly used as a bicycle travel route.
- Public Health (Weight = 1) —The evaluator should consider how the project will improve public health. Statistics which could be improved by the project include: obesity rates, physical inactivity, diabetes, and meeting fitness standards.
- Benefits a Disadvantaged Area (Weight = 2)—If a project is located in a disadvantaged census tract according to the most recent census data (median income < 80% of statewide income) or at least 75 percent of the public school students in the project area are eligible for a free or reduced lunch, the project is considered to benefit a disadvantaged community. If 100 percent of the funds will benefit this disadvantaged area, then the project meets this criteria at a high level.
- Cost Effectiveness (Weight = 2)—After considering all the criteria listed above, the cost effectiveness of the project should be compared between candidate projects. The projects which will have the greatest increase in bicycling and walking trips per dollar spent should receive full points under this criteria. The ATP Benefit/Cost Tool developed by CTC could be used for this analysis.

**TABLE 22: Inyo County Active Transportation Funded Projects**

Priority <sup>(1)</sup>	Route	Specific Location	Proposed Project Description	Construction Year	Total Cost (1,000s)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>County</b>											
1	Lone Pine	Various	Sidewalk construction and ADA improvements	2023	\$2,000	ATP	x		x	x	x
<b>City</b>											
1	City of Bishop	Seibu to School Bike Path	Class 1 facility from Keough St to Bishop Paiute tribe boundary	2019	\$480	STIP	x		x		x
1	City of Bishop	Spruce, Yaney, Hanby Sidewalks	Curb, gutter, sidewalk, Class II bicycle lane	2019	\$1,580	ATP	x				x
<b>Total Cost</b>					<b>\$4,060</b>						
<small>Source: Inyo County, City of Bishop            Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/ high priority potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years,            U = Financially unconstrained</small>											

**TABLE 23: Inyo County Unfunded Active Transportation Projects - Part 1/2**

Mid-term, High Priority

Priority <sup>(1)</sup>	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>County</b>									
1	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	x		x		
2	Big Pine	Bartell Road - US 395 to Newman. Expand shoulder, striping or add bike lanes and signage	NA	ATP	x		x		
3	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds and County Roads from Myrtle Lane to US 395	NA	ATP	x		x		
4	Bishop Area	SR 168 (West Line Street) from US 395 to Cerro Coso Community College. Add shoulders and signage	\$25,373	ATP/SHOPP	x		x		
5	Countywide	Upgrade sidewalks and pedestrian crossings with pedestrian activated signal on 395 on Safe Routes to School in Big Pine, Independence and Lone Pine	NA	ATP/SHOPP	x		x		x
6	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	x		x		
7	Bishop Area	Sidewalks, Class II or IV bike lanes along both sides of US 395 from Barlow Lane to City Limits (US 6)	NA	ATP	x		x		x
8	Bishop Area	US 6 from Dixon Lane to Silver Canyon - add shoulder stripes or bike lanes and signage	NA	ATP	x		x		x
9	Bishop Area	E Yaney St from Spruce St to Hanby Ave - Expand shoulder	\$639	ATP	x		x		
10	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	NA	ATP	x		x		
11	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road) - add shoulders and signage	NA	ATP	x		x		
12	Bishop Area	Class II/III Bicycle Lanes Sawmill Road (1.7 miles from Ed Powers Road west to US 395)	NA	ATP	x		x		
13	Bishop Area	Dixon Ln from Saniger Ln to US 6 - Expand Shoulder	\$6,683	ATP	x		x		
14	Bishop Area	Collins Rd from Gerkin Rd to US 395 - Expand shoulder	\$3,700	ATP	x		x		
15	Bishop Area	Five Bridges Rd from Jean Blanc to US 6 - Expand shoulder	\$9,701	ATP	x		x		
16	Death Valley Area	Widen shoulders on SR 190 and SR 136	NA	ATP	x		x		
<b>Death Valley National Park</b>									
1	Death Valley NP	Bicycle safety improvements (Class I, II or III) on SR 190 from Cow Creek Rd to the Furnace Creek Inn	NA	ATP/ FLAP	x		x		
2	Death Valley NP	Class II/III bicycle lanes on SR 190 from Cow Creek Rd to Stovepipe Wells Resort	NA	ATP/ FLAP	x		x		
3	Death Valley NP	Class II/III bicycle lanes on Badwater Road from SR 190 to Badwater	NA	ATP/ FLAP	x		x		
Source: Inyo County									
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria									

The implementing agency must also ensure that there is sufficient funding and staff available to maintain the project after construction.

Table 24 and 25 list the higher priority ATP projects while Table 26 lists long term projects and projects which are currently in the conceptual phase.

### **Airport Improvement Projects**

The Inyo County Airport Capital Improvement Program for short-term projects is listed in Table 27. Roughly \$28 million in runway rehabilitation, airport lighting and other projects have been identified, including improvements to prepare the Bishop Airport for commercial service. Long-term improvement projects such as runway extension for the Bishop Airport are displayed in Table 28.

### **Tribal Transportation Projects**

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

- Interior Roads—Construct interior roads to provide better access to land locked assignments and improve circulation and accessibility throughout the Reservation.
- Street Lighting—Upgrade existing street lights and add additional street lights on the Reservation to improve night safety for both vehicles and pedestrians.
- Walking and bicycle trails—New trails in the Conservation and Open Space Area (COSA) located on the eastern portion of the Reservation for recreational use as well as to transportation to local area schools and hospitals. Connections to City of Bishop bicycle path and potential paving of the Indian Trail.
- Sidewalks—Possible projects are sidewalks connecting to the new Hwy168 sidewalks on Barlow, Tu Su and See Vee lanes to improve pedestrian and wheelchair access between the Reservation and City of Bishop.
- Parking—Parking lots at the OV CDC center at Barlow Lane and Diaz Lane to help eliminate the on street parking along Diaz Lane. Also more parking at tribal headquarters and the Cultural Center.
- Winuba North Extension—Extend Winuba Lane to the North to connect with Hwy 395 so as to provide better traffic circulation and access to services.

**TABLE 24: Inyo County Unfunded Active Transportation Projects - Part 2/2**

Priority <sup>(1)</sup>	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
<b>Bishop Paiute Tribe</b>									
1	Bishop Tribe	Indian Path from See Vee Lane to Schools - Improve trail using decomposed granite and polymer stabilizer for all-weather durable surface	\$140	ATP	x		x		x
2	Bishop Tribe/County	South Barlow Lane - Rehabilitate Class I Bicycle Path from Highland Drive to SR 168 and construct Class II Bicycle Lanes on North Barlow Lane	\$2,895	ATP	x	x	x		x
3	Bishop Tribe/County	Diaz Ln from N Barlow Ln to N See Vee Ln - Expand shoulder	\$2,660	ATP	x		x		
3	Bishop Tribe	Sidewalk - Barlow Lane to Diaz Lane	\$262	ATP	x		x		x
4	Bishop Tribe	Street lighting on tribal roads to increase bicycle and pedestrian visibility and safety	\$12	ATP	x		x		x
5	Bishop Tribe	Sidewalk - Diaz Lane Eastward from Barlow Lane	\$273	ATP	x		x		x
6	Bishop Tribe	Sidewalk - Tu Su Lane	\$546	ATP	x		x		x
7	Bishop Tribe	Sidewalk - See Vee Lane	\$546	ATP	x		x		x
<b>City</b>									
1	City of Bishop	Alley Parkways - Pedestrian and landscaping improvements in downtown alleys	\$800				x		x
2	City of Bishop	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	x		x		
3	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$250	ATP	x		x		
4	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	x		x		
5	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	x		x		
6	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$400	ATP	x		x		
7	City of Bishop	Bishop to Chalk Bluffs Path - Improve highway and water crossings Sierra Street to Chalk Bluffs Road along Bishop Canal	\$750	ATP	x		x		
8	City of Bishop	Hobson to Coats Path - Class 1 bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	x		x		
9	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	x		x		
10	City of Bishop	Sierra Street Sidewalk - Construct sidewalk along at least the north side of Sierra between Main and Home	\$300	ATP	x		x		
11	City of Bishop	Pine to Canal Path - Class 1 bike path from East Pine street to east side of Bishop Creek Canal	\$500	ATP	x		x		
12	City of Bishop	Bishop Creek Canyon Trail - Construct unpaved trail between Bishop and recreation sites in Bishop Creek Canyon	\$350	ATP			x	x	
13	City of Bishop	Main Street Lights - Construct decorative street lights on Main Street	\$600	ATP	x			x	x
14	City of Bishop	Pine Street Sidewalks - Fill in gaps in sidewalk along West Pine St.	\$250	ATP	x		x	x	x
15	City of Bishop	North Fork of Bishop Creek - Improve path along North Fork Bishop Creek between Highway 6 and Bishop Creek Canal	\$50	ATP	x		x		
16	City of Bishop	Bishop to Laws Path - Improve water crossings Bishop to Laws on proposed rail alignment	\$1,000	ATP	x		x		
17	City of Bishop	Home Connection Path - Construct path west of elementary schools to Home Street School campus	\$500	ATP	x		x		
<b>Total Cost</b>			<b>\$61,910</b>						
Source: Inyo County, City of Bishop									
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria									

**Table 25: Inyo County Regional Untunded Bicycle/Pedestrian Facility Projects - Part 1/2**

Long-Term/Unconstrained

Priority <sup>(1)</sup>	Location	Facility	From	To	Proposed Project Description	Miles	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
U	Bishop area	Sunrise Ln/Longview Dr Connector	Sunrise Ln	Schoeber Ln	Extend path north of Schoeber Lane bend. Obtain easements and add path connections to these streets.	0.3	X	X	X	X	X
<b>Class II or III</b>											
U	Bishop area	Schoeber Ln	Barlow Ln	Sunland Ln	Class II or III bicycle lanes	1.1	X	X	X	X	X
U	Bishop area	Hanby Ave	E Yaney St	E Line St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.6	X	X	X	X	X
U	Bishop area	N Barlow Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	X	X	X	X	X
U	Bishop area	N Barlow Ln	Bar MLn	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.5	X	X	X	X	X
U	Bishop area	N See Vee Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	X	X	X	X	X
U	Bishop area	N Tu Su Ln	US 395	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	X	X	X	X	X
U	Bishop area	Pine Creek Rd	N Round Valley Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.7	X	X	X	X	X
U	Bishop area	Polela Rd	Canal bridge	Airport Rd	Existing shoulder wide enough for Class 3 facility, add signage.	1	X	X	X	X	X
U	Bishop area	Reata Rd	SR 168	Coyote Valley Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.1	X	X	X	X	X
U	Bishop area	Red Hill Rd	Ed Powers Rd	SR 168	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	X	X	X	X	X
U	Bishop area	N/S Round Valley Rd	Birchim Ln	Sawmill Rd	Existing shoulder wide enough for Class 3 facility, add signage.	7.4	X	X	X	X	X
U	Bishop area	Sanger Ln	Dixon Ln	Bar MLn	Expand shoulder - add shoulder stripes or bike lanes and signage. Rehabilitate existing facilities.	0.7	X	X	X	X	X
U	Bishop area	Spruce St	Wye Rd	E Yaney St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	X	X	X	X	X
U	Bishop area	Sunland Ln	SR 168	S Main St	Expand shoulder. Overlay to improve pavement quality. Stripe shoulders from W. Line Street to Gerkin Lane and US 395.	3.8	X	X	X	X	X
U	Bishop area	Sunrise Ln	S Barlow Ln	End	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	X	X	X	X	X
U	Bishop area	Underwood Ln	Reata Rd	S Barlow Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	X	X	X	X	X
U	Bishop area	Wye Rd	US 395	Spruce St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	X	X	X	X	X
U	Bishop area	Lower Rock Creek Road	Birchim Ln/Pine Creek Rd.	Mono County Line	Expand shoulder - add shoulder stripes or bike lanes and signage.	2.3	X	X	X	X	X
U	Bishop area	Route signage for "Laws - Warm Springs" loop route	Warm Springs" loop route	Loop side east of Bishop	Add bike route signs with directions and distances at turns, for example Laws Railroad Museum - 2	19.1	X	X	X	X	X
U	Bishop area	Downtown commercial district circulation alternatives	Westerly US 395 Alternate	through main street Bishop	Bike route with signage, and optionally Shared Roadway Bicycle Markings, on Fowler, Grove, Pine, Third, and South Streets.	N/A	X	X	X	X	X
U	Bishop area	E Line St	S Main St	Canal bridge	Existing shoulder wide enough for Class 3 facility, add signage.	0.5	X	X	X	X	X
U	Bishop area	Gerkin Rd	Sierra Bonita	Collins Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	X	X	X	X	X
U	Bishop area	S Barlow Ln	Underwood Ln	Schoeber Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	X	X	X	X	X
U	Bishop area	S Barlow Ln	S end of Class I facility	Underwood Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.5	X	X	X	X	X
U	Bishop area	Eastside Rd	Polela Rd	Warm Springs Rd	Expand shoulder, stripe/bike lanes or signage	2.2	X	X	X	X	X
U	Bishop area	Jean Blanc Rd	Fish Slough Rd	Five Bridges Rd	Expand shoulder, stripe/bike lanes or signage	0.6	X	X	X	X	X
U	Bishop area	Keough Hot Springs Rd	County Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.6	X	X	X	X	X
U	Bishop area	Longview Dr	S Barlow Ln	End	Expand shoulder, stripe/bike lanes or signage	0.5	X	X	X	X	X
U	Bishop area	Polela Rd	Airport Rd	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	3.2	X	X	X	X	X
U	Bishop area	Warm Springs Rd	S Main St	Eastside Rd	Expand shoulder, stripe/bike lanes or signage	4.6	X	X	X	X	X
U	Bishop area	Pleasant Valley Dam Rd	US 395	Southern end of Pleasant Valley Reservoir	Expand shoulder, stripe/bike lanes or signage	2.5	X	X	X	X	X
U	Bishop area	Gorge Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Northern end of Pleasant Valley Reservoir, LADWP Power House	Expand shoulder, stripe/bike lanes or signage	1.8	X	X	X	X	X
U	Bishop area	Birchim Ln	N/S Round Valley Rd	Lower Rock Creek Rd (Old Sherwin Grade)	Expand shoulder, stripe/bike lanes or signage	1.3	X	X	X	X	X
U	Bishop area	Wye Rd	Spruce St	Canal Path	Expand shoulder, stripe/bike lanes or signage	0.2	X	X	X	X	X

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

- Winuba South Extension—Extend Winuba lane from Hwy 168 south to the southern boundary of the Reservation.

**Goods Movement**

Freight transportation, particularly trucking, is an important function of the Inyo regional transportation system. Trucking generates up to 30 percent of traffic volumes on portions of US 395 in Inyo County. Roadway rehabilitation and reconstruction projects throughout the region



as well as the four-lane US 395 project and US 6 improvements will improve the safety and reliability of goods movement throughout Inyo County. This RTP is consistent with the California Freight Mobility Plan.

## **ENVIRONMENTAL MITIGATION**

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

Before implementing road or bicycle/pedestrian improvement projects, the County of Inyo and City of Bishop abide by all permitting requirements stipulated by applicable state and federal natural resource agencies, such as California Department of Fish and Wildlife, US Forest Service, Army Corp of Engineers and Regional Water Quality Control Board. The County and the City follow all state regulations and BMPs with respect to storm-water pollution prevention and water pollution control. The County and City will also follow Low Impact Development (LID) practices as well as consider the impacts of transportation projects on hydromodification and groundwater.

As part of the public participation process (described in Chapter 1 and documented in Appendix A), state and federal resource agencies were contacted and maps of natural resources under each agency's jurisdiction were requested. These agencies were contacted at the beginning of the RTP update process. Available natural resource agency maps and documents were compared to this RTP in an attempt to find potential conflicts between transportation improvement projects and natural resources. The details of these comparisons are summarized in the environmental agency consultation section of Chapter 1.

## **INYO COUNTY STRATEGIES TO REDUCE GREENHOUSE GAS (GHG) EMISSIONS AND ADDRESS CLIMATE CHANGE**

Global climate change or "global warming" is an important issue which is closely related to transportation. Climate change is caused by the release of greenhouse gases (GHG's) such as carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere that traps heat and increases temperatures near the earth's surface. Motorized vehicles emit carbon dioxide and are large contributors to GHG emissions. In fact, according to the CARB GHG Inventory for 2016, transportation accounts for roughly 41 percent of total GHG emissions in California. Forecasted, long-term consequences of climate change range from a rise in the sea level to a significant loss of the Sierra snowpack. Despite potentially devastating long term affects, climate change does not have immediately visible effects such as smog. However, GHG emissions are an important air quality issue which needs to be addressed in regional transportation planning documents.

**Table 26: Inyo County Regional Unfunded Bicycle Facility Projects - Part 2/2**  
Long-Term

Priority <sup>(1)</sup>	Location	Facility	From	To	Proposed Project Description	Miles	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Complete Streets
U	Big Pine	Steward Ln	US 395	Newman St	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	x	x	x	x	x
U	Big Pine	County Rd	Keough Hot Springs Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	7.1	x	x	x	x	x
U	Big Pine	County Rd	Reynolds Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x	x	x	x
U	Big Pine	Fish Springs Rd	US 395	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	3	x	x	x	x	x
U	Big Pine	Newman St	Bartell Rd	Steward Ln	Expand shoulder - add shoulder stripes or bike lanes and signage.	1	x	x	x	x	x
U	Big Pine	Steward Ln	Newman St	Big Pine Canal	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.1	x	x	x	x	x
U	Big Pine	US 395	County Rd	Fish Springs Rd	Add shoulder stripes or bike lanes, share the road signage.	5.2	x	x	x	x	x
U	Big Pine/Independence	Black Rock Springs Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	0.8	x	x	x	x	x
U	Big Pine/Independence	Aberdeen Station Rd	Tinemaha Rd	US 395	Expand shoulder, stripe/bike lanes or signage	1.2	x	x	x	x	x
U	Big Pine/Independence	Goodale Rd	Tinemaha Rd	US 395	Add signage and shoulder stripes	1	x	x	x	x	x
U	Big Pine/Independence	Tinemaha Rd	Aberdeen Station Rd	Goodale Rd	Add signage and shoulder stripes	5.8	x	x	x	x	x
U	Big Pine/Independence	Tinemaha Rd	Fish Springs Rd	Fuller Rd	Add signage and shoulder stripes	2.1	x	x	x	x	x
U	Big Pine/Independence	Tinemaha Rd (north)	Fish Springs Rd	Tinemaha Rd	Add signage and shoulder stripes	0.5	x	x	x	x	x
U	Independence	Fort Independence Rd	Schabbel Ln	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.4	x	x	x	x	x
U	Independence	E Miller	Shabbell Ln	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes.	0.4	x	x	x	x	x
U	Independence	Fish Hatchery Rd	S Oak Creek Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	x	x	x	x	x
U	Independence	Fort Independence Rd	E Miller	US 395	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.8	x	x	x	x	x
U	Independence	Shabbell Ln	US 395	Fort Independence Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.3	x	x	x	x	x
U	Independence	US 395	Fish Hatchery Rd	Market St	Add bike lanes, and share the road signage.	2.3	x	x	x	x	x
U	Independence	Mazourka Canyon Rd	US 395	E of Abandoned Railroad	Expand shoulder, stripe/bike lanes or signage	4.6	x	x	x	x	x
U	Independence	US 395	Fish Springs Rd	Shabbell Ln	Add shoulder stripes or bike lanes, and share the road signage.	16.5	x	x	x	x	x
U	Independence	US 395	E Market St	Manzanar Reward Rd	Add shoulder stripes or bike lanes, and share the road signage.	5.4	x	x	x	x	x
U	Independence/Lone Pine	US 395	Manzanar Reward Rd	Teya Rd	Add shoulder stripes or bike lanes, and share the road signage.	11.1	x	x	x	x	x
U	Lone Pine	E Begole St	US 395	N Jackson St	Alternate route signage. Expand shoulder	0.1	x	x	x	x	x
U	Lone Pine	E Muir St	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	x	x	x	x	x
U	Lone Pine	Horseshoe Meadows Rd	Whitney Portal Rd	Lubken Canyon Rd	Add striping/ bike lanes. Bicycle safety signage present.	3.5	x	x	x	x	x
U	Lone Pine	Lubken Canyon Rd	Horseshoe Meadows Rd	US 395	Expand shoulder - add shoulder stripes or bike lanes. May need to acquire additional right-of-way.	3.4	x	x	x	x	x
U	Lone Pine	N Jackson St	E Begole St	Whitney Portal Rd	Alternate route signage. Expand shoulder	0.3	x	x	x	x	x
U	Lone Pine	N Washington St	W Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	x	x	x	x	x
U	Lone Pine	S Lone Pine Ave	E Locust St	E Muir St	Alternate route signage. Expand shoulder	0.4	x	x	x	x	x
U	Lone Pine	SR 136	US 395	Cerro Gordo Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	12.7	x	x	x	x	x
U	Keeler	SR 136	Cerro Gordo Rd	SR 190	Expand shoulder - add shoulder stripes or bike lanes and signage.	4.5	x	x	x	x	x
U	Keeler	SR 190	SR 136	Death Valley NP entrance	Expand shoulder - add shoulder stripes or bike lanes and signage.	18	x	x	x	x	x
U	Big Pine	SR 168	US 395	Death Valley Road	Add shoulders	2.3	x	x	x	x	x
U	Lone Pine	Sub Station Rd	E Inyo St	Abandoned Railroad	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.9	x	x	x	x	x
U	Lone Pine	Tuttle Creek Rd	Whitney Portal Rd	Lubken Canyon Rd	Route constrained by narrow canyon and riparian area. Add shoulder stripes or signage.	5.4	x	x	x	x	x
U	Lone Pine	W Locust St	N Washington St	US 395	Alternate route signage. Expand shoulder	0.1	x	x	x	x	x
U	Lone Pine	Whitney Portal Rd	S Main St	S Lone Pine Ave	Alternate route signage. Expand shoulder	0.1	x	x	x	x	x
U	Lone Pine	North Main St (US 395)	Lone Pine Park	Pangborn Lane	Signage, striping, sidewalk, both sides of Highway	0.8	x	x	x	x	x
U	Lone Pine	South Main St (US 395)	Inyo St	CA 136	Signage, striping, sidewalk, both sides of Highway	1.5	x	x	x	x	x
U	Lone Pine	Lone Pine Reservation to Town (Teya St, Zucco Rd, Inyo St)	US 395 / Teya St	US 395 / Inyo St	Expand shoulder - add shoulder stripes or bike lanes and signage	0.9	x	x	x	x	x
U	Lone Pine	E Inyo St	S Main St	Sub Station Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	0.2	x	x	x	x	x
U	Lone Pine	E Muir St	S Washington St	S Main St	Alternate route signage. Expand shoulder	0.1	x	x	x	x	x
U	Lone Pine	Whitney Portal Rd	S Main St	Horseshoe Meadows Rd	Add shoulder stripes or bike lanes. Bicycle safety signage present.	3.5	x	x	x	x	x
U	Lone Pine	US 395	Gill Station Coso Rd	Inyo/Kern County Line	Add shoulder stripes or bike lanes, and share the road signage.	18	x	x	x	x	x
U	Lone Pine	Lone Pine Narrow Gauge Rd	US 395	Owenyo Lone Pine Rd	Add shoulder stripes or bike lanes and signage.	3.6	x	x	x	x	x
U	Lone Pine	US 395	Teya Rd	Gill Station Coso Rd	Add shoulder stripes or bike lanes, and share the road signage.	39.3	x	x	x	x	x
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	x	x	x	x	x
U	Tecopa	Furnace Creek Rd	Old Spanish Trail Highway	China Ranch Rd	Expand shoulder - add shoulder stripes or bike lanes and signage.	1.8	x	x	x	x	x
U	Tecopa	Tecopa Hot Springs Rd	Furnace Creek Rd	Tecopa Hot Springs (Resort)	Extend existing Class 3 facility near Tecopa Hot Springs to North and South.	0.6	x	x	x	x	x
U	Tecopa	Old Spanish Trail	Tecopa Hot Springs Rd	Furnace Creek Rd	Expand shoulder - add shoulder stripes or bike lanes.	1.5	x	x	x	x	x
U	Tecopa	Old Spanish Trail	Furnace Creek Rd	Nevada State Line	Expand shoulder, stripe/bike lanes or signage	30	x	x	x	x	x
U	Tecopa	SR 127	SR 178	Furnace Creek Rd	Expand shoulder, stripe/bike lanes or signage	6.8	x	x	x	x	x
U	Tecopa	SR 178	Furnace Creek Wash Rd	SR 127	Expand shoulder, stripe/bike lanes or signage	6.9	x	x	x	x	x
U	Tecopa	SR 178	SR 127	Chicago Valley Rd	Expand shoulder, stripe/bike lanes or signage	5.4	x	x	x	x	x

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

**TABLE 27: Inyo County Regional Airport Capital Improvement Projects**

Short-Term Projects

Priority <sup>(1)</sup>	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Safety	System Preservation	Mobility/Accessibility	Economic Well Being	Funding Source
1	Bishop Airport	Terminal Area Apron Pavement Rehabilitation (Design and Construction)	2019	\$1,000		x			AIP
1	Bishop Airport	Rwy 12-30 Pavement Rehabilitation and Markings (Design and Construction)	2020	\$7,850		x			AIP
1	Bishop Airport	Relocate Txyw A	2022	\$7,200	x		x		AIP
1	Bishop Airport	Bishop Airport Shuttle Service and Circulation Study	2020	NA			x	x	AIP
2	Bishop Airport	Widen Rwy 12-30 to 150'	2024	\$2,000	x		x		AIP
1	Independence Airport	Runway 14-32 & Taxiway Pavement Rehabilitation and Markings (Design)	2022	\$150		x			State
1	Independence Airport	Runway 14-32 & Taxiway Pavement Rehabilitation and Markings (Construction)	2023	\$3,000		x			State
1	Independence Airport	Design and Construct Terminal Area Fence and Access Gates	2019	\$78		x			State
1	Independence Airport	Install Rotating Beacon	2019	\$105		x			State
1	Independence Airport	Runway 5-23 Corrective Grading	2019	\$150		x			State
1	Independence Airport	Runway 5-23 Paving (Design)	2024	\$100		x			State
2	Independence Airport	Runway 5-23 Paving (Construction)	2025	\$1,600		x			State
2	Independence Airport	Reconstruct Aprons	2026	\$785		x			State
1	Lone Pine Airport	Runway, Txyw Safety Areas Grading/Drainage Repairs (Construction)	2019	\$3,800		x			AIP
1	Lone Pine Airport	Terminal Area Fencing and Card Access Gate (Design and Construct)	2020	\$90		x			AIP
1	Lone Pine Airport	Airport Apron/Hangaer Areas Pavement Rehab (Design)	2020	\$100		x			AIP
1	Lone Pine Airport	Airport Apron/Hangaer Areas Pavement Rehab (Construction)	2023	\$500		x			AIP
1	Lone Pine Airport	Airport Lighting, Signs, and Visual Aids Phase 2 (Construction)	2024	\$840		x			AIP
<b>Total Cost</b>				<b>\$28,508</b>					

Source: 2015 - 2019 ACIP

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

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

**TABLE 28: Inyo County Regional Airport Capital Improvement Projects**

Long-Term Projects

Priority <sup>(1)</sup>	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Safety	System Preservation	Mobility/Accessibility	Economic Well Being
3	Bishop Airport	Commercial service air terminal with heavy aircraft parking	TBD	NA	AIP			x	
3	Bishop Airport	Runway safety area improvements on 12-30 and 17-35	TBD	NA	AIP	x			
3	Bishop Airport	Perimeter Fencing	TBD	NA	AIP	x			
3	Bishop Airport	Extend runway 12/30 and Taxiway A approximately 1,200 feet to NW (8,700 feet), extend clear zone and runway safety area, continue development of infrastructure for convention center and commercial areas in Airport Master Plan, construct additional hangars and aprons, construct control tower, install navigational aids and markings	TBD	NA	AIP		x		
3	Independence Airport	Pave and extend Runway 05/23 by 2,000 feet to east (3,500 feet), construct Taxiway C to provide parallel taxiway to Runway 05/23, install navigational aids and markings	TBD	NA	AIP		x		
3	Lone Pine Airport	Pave runway 13/31, construct parallel taxiway along Runway 13/31 to improve safety, construct additional hangars and aprons	TBD	NA	AIP		x		
3	Shoshone Maury Sorrells Airport	Reconstruct runway 15/33 to remove sag, extend and widen Runway 15/33 to accommodate larger aircraft, replace lighting system along Runway 15/33	TBD	NA	AIP		x		

Source: 2015 - 2019 ACIP

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

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

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

**Table 29: RTP Forecast Revenue Summary**

All Figures in 1000s, adjusted annually for inflation

Funding Source/Program	Fiscal Years			Total
	19/20 - 23/24	24/25 - 28/29	29/30 - 38/39	
<b>Recurring Roadway and Bridge Capital Revenues</b>				
STIP <sup>(1)</sup>	\$32,603	\$0	\$7,324	\$39,927
ITIP	\$58,147	\$0	\$28,678	\$86,825
SHOPP/Minor <sup>(2)</sup>	\$28,110	\$28,110	\$58,819	\$115,039
HBP/Toll Credits <sup>(3)</sup>	\$11,220	\$4,550	\$33,745	\$49,515
Regional Surface Transportation Program (RSTP) <sup>(4)</sup>	\$4,410	\$4,544	\$9,795	\$18,749
<i>Subtotal</i>	\$134,490	\$37,204	\$138,360	\$310,054
<b>Competitive Roadway Transportation Funding</b>				
Highway Safety Improvement Program (HSIP)	Discretionary and competitive. Difficult to project.			
Federal Land Highway Program (FLAP) <sup>(5)</sup>	\$9,924	\$0	\$0	\$9,924
<i>Subtotal</i>	\$9,924	\$0	\$0	\$9,924
<b>Transportation Planning, Operations and Maintenance Revenues</b>				
STIP PPM <sup>(1)</sup>	\$1,000	\$1,000	\$2,113	\$4,113
Highway Users Tax (Gas) <sup>(4)</sup>	\$30,605	\$31,223	\$67,306	\$129,134
Interest ,Road Permits, Miscellaneous <sup>(4)</sup>	\$150	\$159	\$370	\$679
City of Bishop Gas Tax Fund <sup>(6)</sup>	\$855	\$881	\$1,899	\$3,635
S1608/HR2389 (Forest Reserves) <sup>(4)</sup>	\$1,150	\$1,150	\$1,150	\$3,450
<i>Subtotal</i>	\$33,760	\$34,413	\$72,838	\$141,012
<b>Bicycle and Pedestrian Revenues</b>				
ATP	Discretionary and competitive. Difficult to project.			
<i>Subtotal</i>	\$1,900	\$0	\$0	\$0
<b>Aviation Capital Revenues</b>				
State CAAP <sup>(7)</sup>	\$200	\$200	\$200	\$600
AIP	\$26,123	\$2,385	\$0	\$28,508
<i>Subtotal</i>	\$26,323	\$2,585	\$200	\$29,108
<b>Transit Capital and Operating Revenues <sup>(8)</sup></b>				
State Transportation Development Act (TDA) Funds	\$7,985	\$8,477	\$19,693	\$36,155
Federal Transit Administration Funds	\$2,265	\$2,405	\$5,586	\$10,256
Other State Grants	\$645	\$685	\$1,591	\$2,920
<i>Subtotal</i>	\$10,895	\$11,566	\$26,870	\$49,331
<b>Total</b>	<b>\$217,292</b>	<b>\$85,769</b>	<b>\$238,268</b>	<b>\$539,429</b>

Note 1: Short-term based on 2018 STIP Fund Estimate and 2018 RTP. A 1.0 percent growth rate is assumed from FY 29/30 forward. Assumes an advance of STIP revenues for the Olancha Cartago Project.

Note 2: Based on short-term and mid-term SHOPP project lists. FY 29/30 forward based on average anticipated funding from previous 10 years and increased by 1.0 percent annually.

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

Note 4: Based on Inyo County FY 18-19 Recommended Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues and flat growth for Forest Reserves and annual inflation rate for other sources.

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

Note 6: Based on City of Bishop Adopted FY 18-19 Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues.

Note 7: Assumed annual CAAP grant of \$10K per year for four Inyo County Airports.

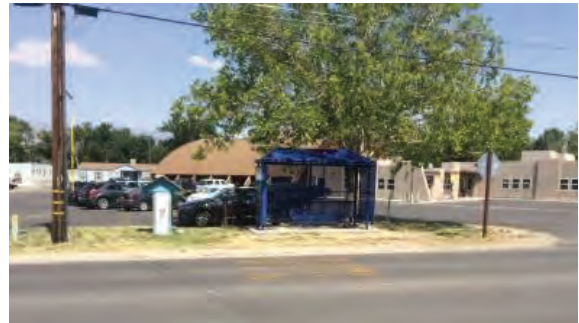
Note 8: Short-term projections based on ESTA FY 2018-19 Budget. Mid-term and long term increased by assumed inflation rate.

In terms of mitigation for the impacts of climate change, the greatest impact will likely be drought and wildfire. Maintaining fire evacuation routes in good condition will be important in the coming years.

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



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

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

## ROADWAY IMPROVEMENT FUNDING

### Federal Transportation Funding

#### Fixing Americas Surface Transportation Act (FAST-Act)

Over the years, the federal government has provided guaranteed funding for surface transportation improvements through legislation. The FAST Act is the most recent version and replaces Moving Ahead for Progress (MAP-21) and was signed into law on December 4, 2015. The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. Traditionally, the federal transportation bill has been funded through federal gas taxes. As vehicles have become more efficient, there is less revenue to draw from and an increase in the tax is politically unpopular. FAST Act funds the Transportation Trust Fund authorizes around \$45 billion annually. The following programs are potential funding sources for Inyo County transportation improvement projects:

- *National Highway Performance Program (C)*—This core program will focus on repairing and improving the National Highway System. The Highway Bridge Program (HBP), which provides funding for highway bridges in need of repair according to federal safety standards, falls under this core program. State and local bridge replacement projects are funded through Caltrans with HBP grants. The goal of the program is to rehabilitate or replace public highway bridges when it has been determined that the bridge is significantly important and unsafe. The federal share of a HBP project is 80 percent. To be eligible for rehabilitation a bridge must be rated Structurally Deficient or Functionally Obsolete with a sufficiency rate of less than 80.
- *Surface Transportation Block Grant Program (STBGP) (R)*—Generally, the Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Roughly \$11.6 billion in flexible funding will be available annually nationwide. This program includes a set aside for the Transportation Alternatives (non-motorized improvements and traffic calming techniques) and Recreational Trails.
- *Highway Safety Improvement Program (HSIP) (C)*—This program authorizes roughly \$2.3 million in annual funding for projects with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads and pedestrian and bicycle facilities. Safety projects include railway-highway crossing and infrastructure safety needs, in addition to safety programs such as education, enforcement, and emergency medical services. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-

- supported means. Fatality rates on rural roads must be tracked in order to determine allocation to the High Risk Rural Road Program.
- *Federal Lands Transportation Program*—Provides \$355 million annually for projects that improve access in national forests, national recreation areas or other infrastructure owned by the federal government. This program combines the former Park Roads and Refuge Roads programs. The majority of funding, 284 million is allocated to the National Park Service, another \$30 million to US Fish and Wildlife, \$17 million to the Forest Service and the remaining \$24 million is allocated competitively using a performance management model.
- *Federal Lands Access Program (FLAP)*—This program replaces and expands the Forest Highways program by providing \$260 million for projects that improve access to all Federal Lands. Funds are distributed to each state by formula based on recreational visitation, land area, public road mileage and number of public bridges. States must provide a non-federal match.
- *Tribal Transportation Program*—This program continues the Indian Reservation Roads program and adds set asides for tribal bridge projects and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. Roughly \$485 million will be available annually.
- *Nationally Significant Federal Lands and Tribal Projects*—A new discretionary grant for large federal land or tribal land projects.

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

## State Sources

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

The struggle to balance the state budget and adequately fund transportation projects in California is ongoing. Various state legislation and ballot propositions in recent years have changed revenue flows for state transportation sources. The “gas tax swap” eliminated the sales tax on gasoline and implemented the price-based excise tax on gasoline to fund transportation improvements. As part of the legislation an increase in the diesel fuel sales tax

was offset by a decrease in the diesel fuel excise tax. The objective of the gas tax swap was to provide a mechanism to fund transportation bond debt service (gasoline sales tax revenues have more stringent restrictions on uses). At the same time voters passed Proposition 22 which restricted diversions of fuel excise tax revenues in the State Highway Account for non-transportation purposes. Therefore new legislation was passed which swapped weight fees, previously used for Caltrans operations to be used for bond debt service. The end result is that STIP roadway projects (State Highway Account) will be funded through fuel excise taxes. STIP Transit and transportation planning projects (Public Transportation Account) and public transit operations are funded primarily through sales tax on diesel fuel. State excise fuel taxes flow through the Motor Vehicle Fuel Account to fund the STIP, SHOPP, Active Transportation Program, and City and County Road Funds. Appendix C displays a chart of Caltrans' Overview of Transportation Funding in California for reference.

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

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

between Inyo County, Mono County LTC and Kern County COG is to be able to leverage IIP funds.

- *Planning Programming and Monitoring Funds*—Programming of these funds comes from county shares and can be programmed for each year of the STIP. The CTC STIP Guidelines define eligible PPM activities as regional transportation planning (including the development and preparation of the regional transportation plan), project planning (including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies), program development (including the preparation of RTIPs and studies supporting them), and monitoring the implementation of STIP projects (including project delivery, timely use of funds, and compliance with State law and the CTC guidelines).

Caltrans estimates the amount of funding available for the STIP program for a five-year period every two years. The most recent STIP Fund Estimate was developed in 2018. Based on that fund estimate and the STIP Guidelines, the ICLTC develops a program of projects for the five-year period. The ICLTC submits this program of projects called the Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC). The RTIP specifies cost per project component and fiscal year over a five-year period. When the CTC approves the RTIP, it becomes part of the STIP.

- State Highway Operations and Protection Program (SHOPP) (R)—The purpose of the SHOPP is to maintain the integrity of the state highway system. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project funding determinations are subject to the CTC review. Individual districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans district. SHOPP funds cannot be used for capacity-enhancing projects.
- SHOPP Minor Programs (R)—The “Minor A” Program is a Caltrans discretionary funding program based on annual statewide allocations by district. This program allows some level of discretion to Caltrans district offices in funding projects up to \$1,250,000. The “Minor B” Program funds are used for projects up to \$291,000. The advantage of the program is its streamlined funding process and the local district discretion for decision-making. Funding is locally competitive within each district and limited to the extent of its allocation.
- California Senate Bill 1 – the Road Repair and Accountability Act of 2017 (R)—provides additional funding for existing transportation programs such as State Transit Assistance (STA) and funding for local streets and roads, while creating new initiatives. Effective

November 1, 2017, and adjusted for inflation starting 2020, SB 1 increases the excise motor fuel rate by:

- Increasing the gasoline excise tax by an additional \$0.12 per gallon
- Increasing the diesel fuel excise tax by \$0.20 per gallon
- Increasing the sales tax on diesel fuel by 4 percent

In addition to the excise tax increases, SB 1 created a new vehicle registration fee and a Road Improvement Fee for new zero-emission vehicle owners beginning in 2020. SB 1 will provide additional revenue for the STIP, SHOPP, ATP programs, local roadway projects, bridge maintenance as well as public transit.

- Regional Surface Transportation Program (RSTP) (R)—Rural counties can currently exchange federal Surface Transportation dollars for State Highway Account (SHA) funds (a process known as “RSTP Exchange”). This is advantageous to RTPAs as federal funds have more stringent requirements such as a 20 percent local match, while state funds do not require any local match. The state also provides additional state funds to the county, as a match to the exchanged federal dollars. Eligible RSTP projects include:

Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on Federal Aid Highways (any highways which are not classified as local or rural minor collectors) and bridges (on public roads of all functional classifications).

- Environmental mitigation for an RSTP project
  - Capital transit projects
  - Carpool projects
  - Highway and transit safety projects
  - Capital and operating costs for traffic monitoring
  - Surface transportation planning programs
  - Transportation enhancement activities
  - Transportation control measures
  - Highway and transit R&D and technology transfer programs
- Environmental Enhancement and Mitigation (EEM) Program (C)—The purpose of the EEM was to offer state-level funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trailheads, parks, and snow parks. The bill appropriates \$7 million annually from the Highway Users Tax Account for these purposes. The program is administered by the California Natural Resources Agency.
  - The Active Transportation Program (ATP) (C)—(Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed in to law on September 26, 2013. The ATP



- consolidated existing federal and state transportation programs, including Transportation Alternatives Program, Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Furthermore, disadvantaged communities must receive at least 25 percent of the program’s funding.

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

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

There is a local match of 11.47 percent except for projects predominately benefiting a disadvantaged community. The program is very competitive but is the primary funding source for bicycle and pedestrian projects.

- Rural Planning Assistance (RPA) (R)—This recurring state grant program provides funds to rural RTPAs – on a reimbursement basis – specifically for purposes of transportation planning. Activities and products developed using these funds are governed by an annual Overall Work Program, prepared by the region and approved by Caltrans.
- Sustainable Transportation Planning Grant Program (C)—This grant program was created to support Caltrans’ current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. Overarching objectives of this grant program are to ensure consideration of these major efforts in transportation planning, including: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity. There are two separate grant programs: Strategic Partnerships and Sustainable Communities which effectively replace

- former Environmental Justice, Community-Based Transportation Planning, and Transit Planning grant programs.

Strategic Partnerships—Funded through the FHWA, for transportation planning studies of interregional and statewide significance in partnership with Caltrans. Minimum grant award is \$100,000 with a maximum award of \$500,000. RTPAs and MPOs are eligible primary applicants with transit agencies, local governments, tribal governments, universities, and non-profit organizations eligible to apply as a sub-applicant. There is a 20 percent minimum local match. Example transportation planning studies include: corridor studies, transportation demand management strategies, system investment prioritization plans, and studies which identify interregional or statewide mobility and access needs.

Sustainable Communities—Funded through FTA Section 5304 and the SHA, to study multimodal transportation issues which assist in achieving Caltrans’ mission and overarching objectives. Primary eligible applicants include: RTPAs, MPOs, transit agencies, local governments, and tribal governments. Non-profit organizations and other public entities are eligible to apply as sub-applicants. Grants are available in amounts of \$50,000 to \$500,000 with a local match of 11.47 percent. Example projects include:

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

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

## Local Sources

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

- Traffic Mitigation Fees—Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. Passed to govern the imposition of development fees, AB 1600 requires that a rational connection be made between a fee and the type of development on which the fee is based. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program to pay for regional facilities must have the cooperation of all jurisdictions in which future growth is expected to take place. Traffic mitigation fees would be difficult to implement in Inyo County, due to (1) the dispersion of development over a wide area, which makes it difficult to allocate specific improvements to a range of developments, and (2) the desire to avoid discouraging development through the imposition of additional fees. In any case, the extreme low level of new development in Inyo County would generate minimal fee revenues.
- Development Mitigation Measures/Agreements—Development mitigation measures are imposed whenever development requires approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements, or dedicating rights-of-way needed as a result of the proposed development. As with impact fees, developer mitigations are not generally available to fund on-going transportation maintenance and operations costs. Further, this funding source is improbable and insignificant in Inyo County.

## TRANSIT IMPROVEMENT FUNDING

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

### Federal Funding Sources

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

- FTA Capital Program Section 5339 Bus and Bus Facilities Grants (C)—Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.
- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (C)—This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidates the old New Freedom Program with the Elderly and Disabled Program. Grants are available for both capital (20 percent local match) and operating purposes (50% local match) to areas with less than 200,000 in population. Projects to be funded with FTA 5310 funds must be derived from a Coordinated Public Transit Human Services Transportation Plan.
- FTA Section 5311 Public Transportation for Rural Areas (R)—Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Non-urbanized Area Formula Program. In California, an 11.47 percent local match is required for capital programs and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. Statewide, around \$31 million is available.

**Rural Transit Assistance Program (RTAP) (C)**—The RTAP (49 USC. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state’s administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and

technical assistance projects of national interest. There is no federal requirement for a local match.

### **State Funding Sources**

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

- Local Transportation Fund (R)—The major portion of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The LTF may be allocated by the ICLTC for the following prioritized purposes:
  - Whatever reasonable amount is needed by the ICLTC for TDA administration. This amount varies between RTPAs.
  - Up to 3 percent of annual LTF revenues may be allocated to the RTPA for the conduct of the transportation planning and programming process
  - Two percent of the remaining amount may be provided for pedestrian and/or bicycle facilities.
  - Up to five percent of remaining funds may be allocated for coordinated community transit services.
  - The remaining funds must be spent for transit and paratransit purposes, unless the Transportation Commission finds that either no unmet transit needs, or that unmet needs cannot be reasonably met.
  - If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population.
- State Transit Assistance—In addition to LTF funding, the TDA includes a STA funding mechanism. The sales tax on diesel fuel is used to fund public transit operations and capital improvements. This amount was recently augmented by the diesel fuel sales tax increase from SB1.
- The Low Carbon Transit Operations Program (LCTOP)—This is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was

- created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Eligible projects include new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, as long as each project reduces greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. This relatively new program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller’s Office (SCO).
- Transit and Intercity Rail Capital Program (C)—Also created by SB 862, this program provides funding from the Greenhouse Gas Reduction Fund, for rail or intercity rail feeder bus projects which reducing greenhouse gas emissions. Eligible applicants must be public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services).

## AVIATION

### Funding Sources

- Federal Airport Improvement Program (AIP)—The AIP provides 90 percent federal funding (requiring a 10 percent local and state match) for public use airports that are part of the National Plan of Integrated Airport Systems (NPIAS). Available for most capital expenditures, this funding program must be approved annually by Congress. In recent years it has experienced major funding reductions. AIP funds are derived from user charges such as aviation fuel tax, civil aircraft tax, and air passenger fare surcharges. The Bishop Airport and Lone Pine Airport are on the NPIAS.
- State of California Airport Grants—The California Division of Aeronautics makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available.
  - *Annual grants* for up to \$10,000 per airport per year. These funds can be used for a variety of purposes from runway reconstruction, obstruction removal to radios.
  - *Acquisition and Development (A&D) Grants*—Provide funds for the cost of qualified airport developments on a matching basis, to the extent that state funds are available. Grant amounts can range from a minimum of \$20,000 to a maximum of \$500,000. The local match requirement is set annually by the CTC and can vary from

- 10 to 50 percent of total project costs. A&D grants cannot be used as a local match for FAA grants. A&D projects must be listed in the CIP and A&D grants are available to both NPIAS and non NPIAS airports. The amount available for A&D grants is what is left in the Aeronautics Account after funding State Operations, Annual Grants and AIP Matching.
- *Local Airport Loan Program*—Provides discretionary low interest State loans to eligible airports for projects that enhance an airport’s ability to provide general aviation services (hangars, terminals, utilities, fueling facilities, A&D-eligible projects, etc.). A loan may also provide the local share for an AIP grant. Such a loan can be used in conjunction with a State-funded AIP Matching grant. The maximum term of a loan is 17 years.

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

## PROJECTED REVENUES

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

The 2018 STIP Fund Estimate projects new programming STIP capacity of \$2.2 billion over the five year period. It should be noted that programming capacity does not represent cash. It represents the level of programming commitments that the California Transportation Commission (CTC) may make to projects for each year within the STIP period. This is an improvement over the prior 2016 STIP Fund Estimate which identified negative programming capacity.

Roughly \$6.9 billion in new SHOPP programming capacity is estimated for the two year fund estimate. This is also a significant improvement over the prior STIP Fund Estimate and is due to the implementation of SB1.

Recurring regional transportation revenues were projected over the next 20 years, as shown in Table 29. As referenced in the RTP Guidelines and required in Government Code Section 65080(b)(4)(A), STIP revenues projections over the first four years of the planning period are consistent with the 2018 STIP Fund Estimate. The target share for Inyo County STIP funds per the 2018 STIP Fund Estimate is \$12.4 million, significantly less than projected revenues. As such ICLTC will be getting an advance of STIP revenues and therefore no new programming capacity



**Table 29: RTP Forecast Revenue Summary***All Figures in 1000s, adjusted annually for inflation*

Funding Source/Program	Fiscal Years			Total
	19/20 - 23/24	24/25 - 28/29	29/30 - 38/39	
<b>Recurring Roadway and Bridge Capital Revenues</b>				
STIP <sup>(1)</sup>	\$32,603	\$0	\$7,324	\$39,927
ITIP	\$58,147	\$0	\$28,678	\$86,825
SHOPP/Minor <sup>(2)</sup>	\$28,110	\$28,110	\$58,819	\$115,039
HBP/Toll Credits <sup>(3)</sup>	\$11,220	\$4,550	\$33,745	\$49,515
Regional Surface Transportation Program (RSTP) <sup>(4)</sup>	\$4,410	\$4,544	\$9,795	\$18,749
<i>Subtotal</i>	\$134,490	\$37,204	\$138,360	\$310,054
<b>Competitive Roadway Transportation Funding</b>				
Highway Safety Improvement Program (HSIP)	Discretionary and competitive. Difficult to project.			
Federal Land Highway Program (FLAP) <sup>(5)</sup>	\$9,924	\$0	\$0	\$9,924
<i>Subtotal</i>	\$9,924	\$0	\$0	\$9,924
<b>Transportation Planning, Operations and Maintenance Revenues</b>				
STIP PPM <sup>(1)</sup>	\$1,000	\$1,000	\$2,113	\$4,113
Highway Users Tax (Gas) <sup>(4)</sup>	\$30,605	\$31,223	\$67,306	\$129,134
Interest ,Road Permits, Miscellaneous <sup>(4)</sup>	\$150	\$159	\$370	\$679
City of Bishop Gas Tax Fund <sup>(6)</sup>	\$855	\$881	\$1,899	\$3,635
S1608/HR2389 (Forest Reserves) <sup>(4)</sup>	\$1,150	\$1,150	\$1,150	\$3,450
<i>Subtotal</i>	\$33,760	\$34,413	\$72,838	\$141,012
<b>Bicycle and Pedestrian Revenues</b>				
ATP	Discretionary and competitive. Difficult to project.			
<i>Subtotal</i>	\$1,900	\$0	\$0	\$0
<b>Aviation Capital Revenues</b>				
State CAAP <sup>(7)</sup>	\$200	\$200	\$200	\$600
AIP	\$22,513	\$2,385	\$0	\$24,898
<i>Subtotal</i>	\$22,713	\$2,585	\$200	\$25,498
<b>Transit Capital and Operating Revenues <sup>(8)</sup></b>				
State Transportation Development Act (TDA) Funds	\$7,985	\$8,477	\$19,693	\$36,155
Federal Transit Administration Funds	\$2,265	\$2,405	\$5,586	\$10,256
Other State Grants	\$645	\$685	\$1,591	\$2,920
<i>Subtotal</i>	\$10,895	\$11,566	\$26,870	\$49,331
<b>Total</b>	<b>\$213,682</b>	<b>\$85,769</b>	<b>\$238,268</b>	<b>\$535,819</b>

Note 1: Short-term based on 2018 STIP Fund Estimate and 2018 RTP. A 1.0 percent growth rate is assumed from FY 29/30 forward. Assumes an advance of STIP revenues for the Olancha Cartago Project.

Note 2: Based on short-term and mid-term SHOPP project lists. FY 29/30 forward based on average anticipated funding from previous 10 years and increased by 1.0 percent annually.

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

Note 4: Based on Inyo County FY 18-19 Recommended Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues and flat growth for Forest Reserves and annual inflation rate for other sources.

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

Note 6: Based on City of Bishop Adopted FY 18-19 Budget. Mid-term and long-term projections assume a 1 percent annual growth rate of fuel tax revenues.

Note 7: Assumed annual CAAP grant of \$10K per year for four Inyo County Airports.

Note 8: Short-term projections based on ESTA FY 2018-19 Budget. Mid-term and long term increased by assumed inflation rate.

until the end of the planning period. In FY 2029-30 annual base net share from the 2018 STIP Fund Estimate is assumed and increased by one percent annually for the remainder of the planning period.

The level of revenue available through the STIP and SHOPP are ultimately dependent on the demand for gasoline and diesel fuel. As prices go up there may be more demand for alternative fuels. Therefore, transportation funding sources which are dependent on fuel tax revenues such

as STIP and SHOPP are only assumed to increase by one percent annually over the long term planning period. On a federal level, this RTP assumes that the FAST Act will be authorized at apportionment levels similar to previous years.

A total of \$539 million in recurring transportation revenue is anticipated to be available over the 20 year planning period for transportation projects. As many funding sources for bicycle and pedestrian projects such as ATP funds are discretionary and difficult to predict, these are not included in the projections.

### **Revenue to Expenditure Comparison**

Table 30 and 31 compare projected revenues to expenditures for Inyo regional roadway/bridge and STIP funded bicycle/pedestrian improvements which are anticipated to be funded with recurring revenue sources. Projects to be funded with competitive revenues sources such as ATP are not included in the table. As noted above, ICLTC will be receiving an advance of STIP shares to fund the Olancha Cartago project at the beginning of the planning period and therefore not receiving additional STIP funding until the end of the planning period. This is reflected in the tables.

Table 30 depicts a general picture of the level of transportation expenditures funded with recurring regional transportation revenues that are financially feasible in the next five years. Table 31 presents compares recurring transportation revenues to expenditures over the long term. As shown, the first five years of the planning period are funded. However, it is anticipated that there will be a significant deficit between FY 2024-25 and FY 2028-29 when new STIP funding is not available. Even if the STIP revenue stream returns at the end of the planning period, recurring transportation revenue funded projects will not return to a positive fund balance for the RTP planning period. It should be noted that Table 30 and 31 do not include projects which are likely to be funded with competitive grants, as this is impossible to predict. Additionally, the SHOPP program does not plan for projects greater than 10 years out, so Table 31 does not include SHOPP revenues or expenditures. Specific implementation dates for projects will depend on actual revenue available.

ICLTC /County have applied for competitive grant funding which may add to the revenue sources. Table 30 and 31 clearly demonstrate that obtaining funding through discretionary grants will be key to implementing all the regional transportation capital improvement projects required to meet the needs identified in this RTP. The Inyo region will continue to plan and program transportation projects which are consistent with the goals, policies and objectives in the Policy Element.

### **Operations and Maintenance Costs**

In addition to ensuring that the implementation of new or reconstructed transportation facilities identified in this RTP are financially constrained, it is also important to consider if there

**Table 30: Short-term Regional Improvement Projects - Revenue to Recurring Revenue Funded Projects**

*All Figures in 1000s, adjusted annually for inflation*

Program	<u>Fiscal Years</u> 19/20 - 23/24
<b>Revenues (Table 29)</b>	
STIP Regional Revenues - Programmed	\$32,603
SHOPP/Minor	\$28,110
HBP/Toll Credits	\$11,220
Regional Surface Transportation Program (RSTP)	\$4,410
<b>Total</b>	<b>\$76,343</b>
<b>Expenditures<sup>(1)</sup></b>	
STIP Regional Project ICLTC Costs - Programmed	-\$26,726
SHOPP/Minor Projects	-\$29,068
Bridge Projects	-\$11,200
<b>Total</b>	<b>-\$66,994</b>
<b>Balance</b>	<b>\$9,350</b>
Note 1: 2018 RTP ICLTC costs, Table14 short-term projects, Table 19 short-term projects	

will be sufficient funds over the planning period to operate and maintain the facilities once constructed. Funds for roadway operation and maintenance stem from a variety of sources depending on the operator of the facility. SHOPP funds can be used to maintain the state highways. Gas tax funds are used to maintain roadways at the county and city level. Table 29 shows projections for transportation planning, operations and maintenance. These revenue projections are based on historical funding levels. As the majority of roadway projects in this RTP represents reconstruction of existing facilities and therefore will not increase the roadways operations and maintenance budgets significantly, it is estimated that there will be sufficient revenue over the RTP planning period to operate and maintain roadways.

**Transit Projects**

It is anticipated that planned ESTA vehicle replacements will occur beginning in 2019 and will be funded with STIP and FTA funds. The new operations and maintenance facility will be funded in the mid and long planning periods with STIP funds.

**Table 31: Long-term Regional Transportation Capital Improvement Projects Revenue to Expenditure**

**Recurring Revenue Funded Projects**

*All Figures in 1000s, adjusted annually for inflation*

Revenues (Table 29)	24/25 - 28/29	29/30 - 38/39	Total
STIP	\$0	\$7,324	<b>\$7,324</b>
ITIP	\$0	\$28,678	<b>\$28,678</b>
SHOPP/Minor	\$28,110	--	<b>\$28,110</b>
HBP/Toll Credits	\$4,550	\$33,745	<b>\$38,295</b>
Regional Surface Transportation Program (RSTP)	\$4,544	\$9,795	<b>\$14,339</b>
<b>Total</b>	<b>\$37,204</b>	<b>\$79,542</b>	<b>\$116,746</b>
<b>Estimated Expenditures<sup>(1)</sup></b>			
STIP Regional Projects (Priority 2 and 3)	-\$31,405	-\$31,405	<b>-\$62,811</b>
SHOPP Projects (Long-term)	-\$29,068	--	<b>-\$29,068</b>
HBP Bridge Projects (Priority 2 and 3)	-\$4,546	-\$33,745	<b>-\$38,291</b>
<b>Total Expenditures</b>	<b>-\$65,019</b>	<b>-\$65,150</b>	<b>-\$130,170</b>
<b>Balance</b>	<b>-\$27,815</b>	<b>-\$13,424</b>	<b>-\$13,424</b>

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

**Non-Motorized Facility Projects**

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

**Aviation Capital Improvement Projects**

Table 27 presents top priority airport capital improvements to be funded as part of the competitive FAA Airport Improvement Program (AIP). Local match will be derived from state CAAP annual grants and loans. Projects will be implemented as funding becomes available.

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**Inyo County LTC  
Public Procedures**

## **INTRODUCTION**

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

## **RELEVANT REGULATION AND STATUTES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **PUBLIC PARTICIPATION REQUIREMENTS - GENERAL PRINCIPLES**

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

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

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

## **LTC POLICY AND DECISION MAKING BODIES**

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

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

## **LTC ADVISORY BODIES**

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

### Social Services Transportation Advisory Council (SSTAC)

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

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

## **PUBLIC MEETING INFORMATION**

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

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

## **INYO COUNTY LTC PUBLIC INVOLVEMENT POLICIES AND IMPLEMENTATION PROGRAM**

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

## Policies:

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

## Public Involvement Implementation Measures:

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

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





## PERSONS/AGENCIES CONTACTED

### Tribal Entities

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Bishop Paiute Tribe  
Gloriana Bailey  
Peter Bernasconi

Timbisha Shoshone Tribe  
George Gholosone

Big Pine Paiute  
Genevieve Jones  
Sally Manning  
Danielle Gutierrez

Desert Cahuilla Indians  
Torres Martinez

Fort Independence Tribe  
Norman Wilder

Twenty-Nine Palms Band of Mission Indians  
Darrell Mike

Lone Pine Paiute – Shoshone Tribe  
Mary Wuester

Walker River Reservation  
Melanie McFalls

Native American Heritage Commission

### Education

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Inyo County Superintendent of Schools  
Dr. Lisa Fontana

### Natural Resource Agencies

---

Inyo National Forest

Don McGhie

Bureau of Land Management  
Sherri Lisius

California Department of Fish and Wildlife  
Rose Banks

Death Valley National Park  
Abby Wines

Lahonton Water Quality Control Board

Los Angeles Department of Water and  
Power

Great Basin Unified Air Pollution Control  
District  
Matt Kingsley

## **Local Governments and Agencies**

---

Inyo County Local Transportation  
Commission

Michael Erante  
John Pickney

City of Bishop  
David Grah  
Elaine Kabala

Inyo County  
Cathreen Richards

Caltrans District 9  
Jill Batchelder

China Lake Naval Weapons Center

## **Adjacent Regional Transportation Planning Agencies**

---

Mono County Local Transportation

Wendy Sugimura  
Gerry Le Francois

San Bernardino Transit Authority  
Steve Smith

Kern Council of Governments

Joe Stramaglia

Nye County  
Tim Dahl

## **Transportation Providers**

---

Eastern Sierra Transit Authority

Phil Moores  
Kerrie Bently

Inyo Mono Association for the Handicapped  
Beth Himelhoch

Sierra Shuttle Service

Eastern Sierra Area Agency for the Aging

Marilyn Mann  
Keri Oney

Eastern Sierra Shuttle Service  
Bob Ennis

## **Human Service Agencies/Medical Facilities**

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Eastern Sierra Disabled Sports

Southern Inyo Hospital

Northern Inyo Hospital

Toiyabe Indian Health Project

## **Private Sector**

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Crystal Geyser Bottling Plant

## **Transportation Advocacy Groups/Other**

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Aero Cycles

Owens Valley Water Trail

Adventure Trails System of the Eastern  
Sierra, LLC

Bishop Chamber of Commerce

Eastside Velo

Lone Pine Chamber of Commerce



## Correspondence From







- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
  - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
- Any report that may contain site forms, site significance, and suggested mitigation measures.
- All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at <http://nahc.ca.gov/wp-content/uploads/2015/04/Sacred-Lands-File-NA-Contact-Form.pdf>.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.


This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process. It will also provide documentation of your compliance with state statutes in preparing your environmental documents.

Lead agencies or agencies potentially undertaking a project are encouraged to send more than one written notice to tribes that are traditionally and culturally affiliated to a potential APE during the 30-day notification period to ensure that the information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,



Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst  
(916) 373-3714

**Native American Contact List  
September 7, 2018  
Inyo County**

Big Pine Paiute Tribe of the Owens Valley  
Genevieve Jones, Chairperson  
P. O. Box 700 Paiute - Shoshone  
Big Pine, CA 93513  
(760) 938-2003  
  
(976) 938-2942 Fax

Big Pine Paiute Tribe of the Owens Valley  
Danelle Gutierrez THPO  
P.O. Box 700 Paiute  
Big Pine, CA 93513  
d.gutierrez@bigpinepaiute.org  
(760) 938-2003, ext. 228  
  
(760) 938-2942 Fax

Bishop Paiute Tribe  
Bill Vega, Chairperson  
50 Tu Su Lane Paiute - Shoshone  
Bishop, CA 93514  
deston.rogers@bishoppaiute.org  
(760) 873-3584  
  
(760) 873-4143 Fax

Walker River Reservation  
Melanie McFalls, Chairperson  
P.O. Box 220 Northern Paiute  
Schurz, NV 89427  
(775) 773-2306  
  
(775) 773-2585 Fax

Fort Independence Indian Community of Paiutes  
Norman Wilder, Chairman  
P.O. Box 67 Paiute  
Independence, CA 93526  
businesscommittee@fortindependence.c  
(760) 878-5160  
(760) 878-8065  
(760) 878-2311 FAX

Bishop Paiute Tribe  
Raymond Andrews, THPO  
50 Tu Su Lane Paiute - Shoshone  
Bishop, CA 93514  
(760) 920-0357 Cell  
(760) 873-8435 ext 250  
(760) 873-4143 Fax

Death Valley Timbi-sha Shoshone Tribe  
George Gholoson, Chairperson  
P. O. Box 1779 / 1349 Rocking W Dri Western Shoshone  
Bishop, CA 93515/ 935  
george@timbisha.com  
(760) 872-3614  
  
(760) 873-9004 - FAX

Lone Pine Paiute-Shoshone Tribe  
Mary Wuester, Chairwoman  
P.O. Box 747 Paiute  
Lone Pine, CA 93545 Shoshone  
(760) 876-1034  
  
(760) 876-8302 Fax

Twenty-Nine Palms Band of Mission Indians  
Darrell Mike, Chairperson  
46-200 Harrison Place Chemehuevi  
Coachella, CA 92236  
29chairman@29palmsbomi-nsn.gov  
(760) 863-2444  
  
(760) 863-2449 Fax

Twenty-Nine Palms Band of Mission Indians  
Anthony Madrigal, Jr, THPO  
46-200 Harrison Place Chemehuevi  
Coachella, CA 92236  
amadrigal@29palmsbomi-nsn.gov  
(760) 775-3259  
(760) 625-7872 Cell  
(760) 863-2449 Fax

**This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.**

**Distribution of this list does not relieve any person or agency of statutory responsibility as defined in Public Resources Code Sections 21080.3.1 Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the Inyo County Regional Transportation Plan, Inyo County, California**

## Inyo Regional Transportation Plan/ Active Transportation Plan

### USFS Input

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

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

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

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

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

ERIC GARCETTI  
*Mayor*

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

MARCIE L. EDWARDS  
*General Manager*

December 10, 2014

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

Dear Ms. Evans:

Subject: Regional and Active Transportation Plans in Inyo County

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

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

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

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

Ms. Genevieve Evans  
Page 2  
December 10, 2014

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

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

Sincerely,



James G. Yannotta  
Manager of Aqueduct

Enclosures  
c: Real Estate



March 7, 2008

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

Dear Mr. Chegwidden:

Subject: Comments on Inyo County Collaborative Bikeways Plan

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

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

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

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

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

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

#### **Bishop Area:**

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

#### **Big Pine Area**

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

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

#### Independence Area

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

#### Lone Pine Area

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

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

Sincerely,

Gene L. Coufal  
Manager  
Aqueduct Section

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

Mr. Bruce Klein  
Bishop Paiute Tribe  
Mrs. Lori Dermody

September 14, 2011

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

Dear Mr. Grah:

Subject: General Plan Mobility Element and Transportation Report

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

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

Mr. David Grah  
Page 2  
September 14, 2011

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

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

Sincerely,

Clarence E. Martin  
Assistant Aqueduct Manager

c: Real Estate

January 11, 2008

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

Dear Mr. Grah:

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

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

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

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



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

***Diaz to Keough Bike Path:***

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

***Hobson to Coats Bike Path:***

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

***Pine to Park Path:***

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

***Home Connection path:***

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



Mr. David Grah  
Page 3  
January 11, 2008

***Pine to Canal Bike Path:***

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

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

Sincerely,

Gene L. Coufal  
Manager  
Aqueduct Section

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

October 2, 2008

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

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

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

**Inyo County Collaborative Bikeways Plan:**

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

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

**Draft Mitigated Negative Declaration:**

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

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

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

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

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

Sincerely,

Gene L. Coufal  
Manager  
Aqueduct Section

c: Ms. Lori Dermody

## Genevieve Evans

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**From:** Banks, Rose@Wildlife <Rose.Banks@wildlife.ca.gov>  
**Sent:** Thursday, November 8, 2018 8:43 AM  
**To:** Genevieve Evans  
**Subject:** RE: Inyo County Regional Transportation Plan Update

Hi Genevieve,

I will be your contact for this project. As I recall, we did not provide any input during the 2015 update. I will take a closer look at that plan and see if there is any input we would like to provide for this one. Please let me know if there are any areas of particular concern where CDFW's input is requested, and when we would need to provide any comments for this phase prior to the public draft being released.

Thank you,

Rose Banks  
Environmental Scientist  
California Department of Fish and Wildlife---Inland Deserts Region  
787 N. Main Street, Suite 220  
Bishop, CA 93514  
(760) 873-4412  
[Rose.Banks@wildlife.ca.gov](mailto:Rose.Banks@wildlife.ca.gov)

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**From:** Genevieve Evans <[genevieve@lsctahoe.com](mailto:genevieve@lsctahoe.com)>  
**Sent:** Monday, October 22, 2018 4:58 PM  
**To:** Wildlife R6 Ask Region 6 <[AskRegion6@wildlife.ca.gov](mailto:AskRegion6@wildlife.ca.gov)>  
**Subject:** Inyo County Regional Transportation Plan Update

To Whom it May Concern-

Inyo County is updating their Regional Transportation Plan (RTP). Part of the process is to involve Natural Resource Agencies in the input process as well as maintain consistency with Natural Resource Agency plans. Please see the attached letter and feel free to call me with questions.

Thank you,

Genevieve Evans, AICP  
Senior Planner  
LSC Transportation Consultants Inc.  
2690 Lake Forest Rd  
PO Box 5875  
Tahoe City, CA 96145  
(530)583-4053





## GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

157 Short Street, Bishop, California 93514-3537  
Tel: 760-872-8211 Fax: 760-872-6109

September 18, 2018

Inyo County Transportation Commission  
168 N. Edwards Street  
Independence, CA 93526

Subject: 2019 Update of the Inyo County Regional Transportation Plan

To Whom It May Concern,

This letter is Great Basin Unified Air Pollution Control District's (District) response to the request for input for the 2019 Update of the Inyo County Regional Transportation Plan. The District's response contains support for prioritization of active transportation planning and projects, as well as specific feedback regarding the existing 2015 Inyo County Regional Transportation Plan.

### Active Transportation

Great Basin Unified Air Pollution Control District encourages and supports active transportation to reduce vehicle emissions, improve air quality and help reach climate change goals for California. Existing Inyo County planning documents, including the 2015 Regional Transportation Plan, incorporate active transportation planning. The District encourage further development of plans, policies and improvements that prioritize providing critical infrastructure to support active transportation, such as bicycle path construction and sidewalk construction.

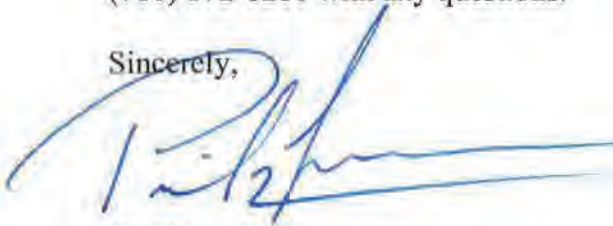
### Specific Comments Regarding 2015 Inyo County Regional Transportation Plan

- *Page 56, Air Quality - correction needed:* The California Ambient Air Quality Standards or "state standards" are lower, or more stringent, than the federal standards. The text currently states the state standards are higher than the federal standard.
- *Page 57, Air Quality - correction needed:* The correct terminology regarding planning area classification is "attainment" or "nonattainment". The Owens Valley PM10 Planning Area is a federal PM10 nonattainment area.
- *Page 57, Air Quality - correction needed:* PM-10 is particulate matter that are 10 microns or smaller, not particulate matter with an average size of 10 microns. Additionally, particulate matter pollution may be caused a source or combination of sources listed but is not always caused by all sources concurrently.

- *Page 57, Air Quality - update needed:* The Great Basin Unified Air Pollution Control District prepared a State Implementation Plan (SIP) in 2016 for the Owens Valley PM10 Planning Area, superseding previous SIPs, to provide a plan and a control strategy to implement control measures on additional areas of Owens Lake to attain the federal air quality standards. The 2016 SIP determined that transportation related emissions were determined not to be a significant source of particulate matter.
- *Page 57, Air Quality - update needed:* Great Basin Unified Air Pollution Control District enforces federal, state and local air quality regulations including issuing permits for stationary sources of air pollution. Transportation projects are additionally subject to District Rules 400- Ringelmann Chart; Rule 401- Fugitive Dust and Rule 402- Nuisance. The California Air Resources Board directly regulates mobile source emissions.

Thank you for your consideration. Please contact Ann Logan, Deputy Air Pollution Control Officer, at (760) 872-8211 with any questions.

Sincerely,



Phillip L. Kiddoo  
Air Pollution Control Officer

CC: Genevieve Evans, LSC Transportation Consultants, Inc.







# United States Department of the Interior



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

Date: April 24, 2019

To: TRANSPORTATION PLANNING & TRAFFIC ENGINEERING CONSULTANTS  
2690 Lake Forest Road, Suite C  
Post Office Box 5875  
Tahoe City, California 96145  
(530) 583-4053 FAX: (530) 583-5966  
[info@lsctahoe.com](mailto:info@lsctahoe.com)

Subject: 2018 Inyo County Regional Transportation Plan (RTP).

We would like to thank Inyo County and your firm for seeking our input concerning the Inyo County 2018 RTP.

The following is the list of our responses to the questions you provided.

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

a. State highways, county roadways

**SR 190:** Has the state or county considered restricting heavy truck and trailer traffic due to the steep grades and narrow sections of the roadway within Darwin Pass and Townes Pass area? Several truck accidents resulting in fatalities have occurred in these areas, and the increasing visitation to the national park makes it inappropriate and extremely dangerous for visitors and commercial truck traffic alike.

**Panamint Valley, Trona – Wildrose roads:** Are there plans to improve the condition of those roadways that provide visitor access to Death Valley National Park (NP), as well as local communities?

**Death Valley Road (also known as Big Pine Road):** Are there plans for improvements to this unpaved road providing visitor access to the northern section of the park?

b. Bicycle circulation/safety

Death Valley NP is in the planning stage of developing bike paths on SR 190 from Cow Creek to Furnace Creek, Cow Creek to Stovepipe Wells, and SR 190 to Badwater Basin which is identified in the 2015 Inyo County RTP. **The park especially needs Inyo**

**County support for near term implementation of a bike and pedestrian path from Cow Creek to Furnace Creek.**

c. Pedestrian circulation/safety

Proposed bike paths could also serve as pedestrian walkways and paths for avid runners or during special events.

The park has submitted a funding request from FLTP to conduct a safety survey for the Stovepipe Wells Village area.

2. Any changes to the Furnace Creek and Stovepipe Wells airports since 2015? (Current ATP descriptions listed below for reference.)

There are currently no plans or changes to the Furnace Creek and Stovepipe Wells airport at this time. However, Death Valley National Park does maintain the runways and tarmac through the NPS PWR cyclic maintenance program. In a 2017 long term planning effort, the park initiated tentative planning to consider upgrading the Stovepipe Wells Airport to a night sky viewing area, concentrating aviation use at Furnace Creek.

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

Reconstruction of roadside rest areas for traveling public within Death Valley National Park.

Environmental mitigation within federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

4. Are there any recently completed bicycle projects in Death Valley National Park?

None at this time, but there are plans to construct bike paths within Death Valley National Park as explained in items 1b.

5. Are there any new non-motorized facilities not currently listed in the RTP?

The park would consider working with the state and local government agencies to develop a Transportation-Circulation Plan for Death Valley National Park. The plan would focus on the potential of additional bike paths and/or pedestrian walkways.

6. Where in Inyo County are there deficiencies in both the motorized and non-motorized recreational trail system specifically?

The Panamint Valley, Trona-Wildrose road is in need of a surface treatment or rehabilitation of the asphalt surfaces. Current conditions poses hazards to the visiting public as indicated in Figure 6 of the 2015 RTP where several accidents have occurred.

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

The park is in the planning stage to improve the Ryan Junction Visitor Use/Rest Area, which provides restroom facilities and park information for the public and park visitors.

Sincerely,



Mike Reynolds  
Superintendent  
Death Valley National Park

cc Matt Kingsley, Inyo County Board of Supervisors  
Clint Quilter, Inyo County Administrative Officer





**Lahontan Regional Water Quality Control Board**

August 19, 2019

File: Environmental Doc Review  
Inyo County

John Pinckney  
Inyo County Local Transportation Commission  
168 N. Edwards Street  
Independence, CA 93526  
jpinckney@inyocounty.us

**Comments on Initial Study and Negative Declaration for the Inyo County Regional Transportation Plan 2019-2039, State Clearinghouse No. 2019079053**

The California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Inyo County Regional Transportation Plan 2019-2039 (IS/ND) for the above-referenced plan (Plan) on July 18, 2019. The IS/ND was prepared by LSC Transportation Consultants, Inc. for Inyo County (County) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). Water Board staff, acting as a responsible agency, is providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations (CCR), title 14, section 15096. We encourage the County to take this opportunity to integrate elements into the Plan that: (1) promote watershed management; (2) support "Low Impact Development" (LID); and (3) reduce the effects of hydromodification. Our comments are outlined below.

**PURPOSE OF THE PLAN**

The Inyo Transit County Regional Transportation Plan 2019-2039 is an overarching policy document that will guide decisions of necessary improvements in order to provide the best possible circulation/transportation system to meet the mobility and access needs of the Inyo County planning area. Given the conceptual, long-term nature of the plan, the IS/ND provides a general overview of the potential impacts of proposed projects; subsequent and focused environmental review will occur as individual projects are proposed to implement elements of the Plan.

PETER C. PUMPHREY, CHAIR | PATTY Z. KOUYOUMDJIAN, EXECUTIVE OFFICER

2501 Lake Tahoe Blvd., So. Lake Tahoe, CA 96150 | 15095 Amargosa Road, Bldg 2, Ste 210, Victorville, CA 92394  
e-mail: Lahontan@waterboards.ca.gov | website: www.waterboards.ca.gov/lahontan



## **WATER BOARD'S AUTHORITY**

All groundwater and surface waters are considered waters of the State. Surface waters include streams, lakes, ponds, and wetlands, and may be ephemeral, intermittent, or perennial. All waters of the State are protected under California law. State law assigns responsibility for protection of water quality in the Lahontan Region to the Lahontan Water Board. Some waters of the State are also waters of the U.S. The Federal Clean Water Act (CWA) provides additional protection for those waters of the State that are also waters of the U.S.

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect the quality of waters of the State within the Lahontan Region. The Basin Plan sets forth water quality standards for surface water and groundwater of the Region, which include designated beneficial uses as well as narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan can be accessed via the Water Board's web site at

[http://www.waterboards.ca.gov/lahontan/water\\_issues/programs/basin\\_plan/references.shtml](http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml).

## **RECOMMENDED ELEMENTS TO INCLUDE IN THE PLAN**

We recognize the effort put forth by the County to incorporate the policies and objectives of various local and regional watershed and management plans into one comprehensive programmatic Plan. We encourage the County to take this opportunity and incorporate into the Plan elements and strategies that promote watershed management, support LID, and reduce the effects of hydromodification.

1. Healthy watersheds are sustainable. Watersheds supply drinking water, provide for recreational uses, and support ecosystems. Watershed processes include the movement of water (i.e. infiltration and surface runoff), the transport of sediment, and the delivery of organic material to surface waters. These processes create and sustain the streams, lakes, wetlands, and other receiving waters of our region.

The watershed approach for managing water resource quality and quantity is a collaborative process that focuses public and private efforts on the highest priority problems within a drainage basin. The Inyo-Mono Integrated Regional Water Management Group has assembled a collaborative group of stakeholders, both public and private, to address both water quantity and water quality issues within the Owens Valley and Long Valley groundwater basins. A number of water management plans are being developed through that stakeholder collaboration process, and strategies continue to be developed and refined to sustain water quantity and to manage salts and nutrients to maintain the quality of groundwater and surface water resources.

2. The foremost method of reducing impacts to watersheds from development is LID, the goals of which are maintaining a landscape functionally equivalent to



predevelopment hydrologic conditions and minimal generation of non-point source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters, the principles of which include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge;
- Reducing compacted and impervious cover created by development and the associated road network; and
- Managing runoff as close to the source as possible.

LID development practices that maintain aquatic values also reduce local infrastructure requirements and maintenance costs and benefit air quality, open space, and habitat. Vegetated areas for storm water management and infiltration onsite are valuable in LID. We encourage the County to establish LID implementation strategies for transportation-related projects and to incorporate these strategies into the Plan.

3. Because increased runoff from developed areas is a key variable driving a number of adverse effects, attention to maintaining the pre-development hydrograph will prevent or minimize many problems and will limit the need for other analyses and mitigation. Traditional methods for managing urban storm water do not adequately protect the environment and tend to treat symptoms instead of causes. Such practices have led to channelization and stream armoring that permanently alter stream habitat, hydrology, and aesthetics, resulting in overall degradation of a watershed.

Storm water control measures that are compatible with LID are preferred over more traditional methods. Examples include the use of bioretention swales, pervious pavement, and vegetated infiltration basins, all of which can effectively treat post-construction storm water runoff, help sustain watershed processes, protect receiving waters, and maintain healthy watersheds. Any particular one of these control measures may not be suitable, effective, or even feasible in every instance, but the right combination, in the right places, can successfully achieve these goals.

We encourage the County to establish guidelines for implementing specific storm water control measures into the Plan. Additional information regarding sustainable storm water management can be accessed online at [http://www.waterboards.ca.gov/water\\_issues/programs/low\\_impact\\_development/](http://www.waterboards.ca.gov/water_issues/programs/low_impact_development/).

4. Hydromodification is the alteration of the natural flow of water through a landscape (i.e. lining channels, flow diversions, culvert installations, armoring, etc.). Disturbing and compacting soils, changing or removing the vegetation cover, increasing impervious surfaces, and altering drainage patterns limit the natural hydrologic cycle processes of absorption, infiltration, and

evapotranspiration, and increases the volume and frequency of runoff and sediment transport. Hydromodification results in stream channel instability, degraded water quality, changes in groundwater recharge processes, and aquatic habitat impacts. Hydromodification also can result in disconnecting a stream channel from its floodplain. Floodplain areas provide natural recharge, attenuate flood flows, provide habitat, and filter pollutants from urban runoff. Floodplain areas also store and release sediment, one of the essential processes to maintain the health of the watershed. Information regarding hydromodification can be accessed online at [http://www.swrcb.ca.gov/water\\_issues/programs/stormwater/hydromodification.shtml](http://www.swrcb.ca.gov/water_issues/programs/stormwater/hydromodification.shtml).

We encourage the County to establish guidelines and develop mitigation measures that will help to avoid hydromodification from future projects. The guidelines should include maintaining natural drainage paths of streams and creeks and establishing buffers and setback requirements to protect channels, wetlands, and floodplain areas from encroaching development.

5. Groundwater protection should be considered a Plan-wide issue, ubiquitous to all elements of the Plan and associated strategies. Water quality and water quantity are fundamental to sustaining communities and promoting development. With the passage of California Assembly Bill 685 in 2012, it is now the policy of the State of California that every human being has the right to safe, clean, affordable, and accessible water adequate for human consumption, cooking, and sanitary purposes. The County is encouraged to incorporate the principles of this policy into the Plan.


## **PERMITTING REQUIREMENTS FOR INDIVIDUAL PROJECTS**

A number of activities that will be implemented by individual projects under the Plan have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include the following.

1. Streambed alteration and/or discharge of dredge and/or fill material to a surface water, including water diversions, may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill WDRs for impacts to non-federal waters, both issued by the Lahontan Water Board.
2. Land disturbance of more than 1 acre may require a CWA, section 402(p) storm water permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or an individual storm water permit obtained from the Lahontan Water Board.
3. Water diversion and/or dewatering activities may be subject to discharge and monitoring requirements under either NPDES General Permit, Limited Threat

Discharges to Surface Waters, Board Order No. R6T-2014-0049, or General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality, WQO-2003-0003, both issued by the Lahontan Water Board. Project proponents should consult with Water Board staff early on should implementation of individual projects result in activities that trigger these permitting actions. Information regarding these permits, including application forms, can be downloaded from our web site at <http://www.waterboards.ca.gov/lahontan/>.

Thank you for the opportunity to comment on the IS/ND. If you have any questions regarding this letter, please contact me at (760) 241-7305 [tiffany.steinert@waterboards.ca.gov](mailto:tiffany.steinert@waterboards.ca.gov) or Jan Zimmerman, Senior Engineering Geologist, at (760) 241-7376 [Jan.zimmerman@waterboards.ca.gov](mailto:Jan.zimmerman@waterboards.ca.gov). Please send all future correspondence regarding this Project to the Water Board's email address at [Lahontan@waterboards.ca.gov](mailto:Lahontan@waterboards.ca.gov) and be sure to include the Project name in the subject line.



Tiffany Steinert  
Engineering Geologist

cc: State Clearinghouse (SCH No. 2019079053) ([state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov))  
California Dept. of Fish and Wildlife ([AskRegion6@wildlife.ca.gov](mailto:AskRegion6@wildlife.ca.gov))



**DEPARTMENT OF TRANSPORTATION**

District 9  
500 South Main Street  
Bishop, CA 93514  
PHONE (760) 872-1398  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

July 31, 2019

Mr. Michael Errante  
Inyo County Local Transportation Commission  
PO Box Q  
Independence, CA 93526

Dear Mr. Errante:

Thank you for the opportunity to review and comment on the Inyo County Local Transportation Commission (ICLTC) Draft 2019 Regional Transportation Plan (RTP). Based on reviews from the Office of Regional Planning (ORP), Office of State Planning (OSP) and Caltrans District 9 the following comments and suggestions are offered for your consideration:

General Comments

1. The RTP Checklist was not submitted with the Draft RPT. All RTPAs are required to submit an RTP Checklist with their Draft and Final RTP when the document is submitted to Caltrans and the CTC. Please reference Section 2.9 of the 2017 Regional Transportation Guidelines for Regional Transportation Agencies for further clarification.
2. We commend ICLTC for providing an Executive Summary that gives a clear overview of the regional characteristics and issues facing the region.
3. The Draft RTP purpose, goal, and objectives are aligned with the California Transportation Plan (CTP 2040) policy framework. There are also frequent references to the CTP 2040 throughout the document.
4. The RTP references appendix in the document. Please provide Caltrans with any appendices associated with the Draft RTP and make available on the ICLTC website. Please ensure these documents are also included and made available online after Final RTP adoption.

5. Some applicable legislation related to the California Transportation Plan (CTP) and statewide/regional planning could also be mentioned throughout the document, such as:
  - a. Senate Bill 391 (SB 391, 2009) which requires the Caltrans to prepare the CTP, a statewide long-range transportation plan to reduce GHG emissions. This system laid out in the CTP 2040 showed reductions in GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive Order S-03-05. The CTP 2040 demonstrates how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals. ICLTC will work to align with the goals, policies, strategies, and recommendations laid out in the CTP 2040 where applicable.
  - b. It is worth mentioning within the RTP that will be coordination and collaboration with Caltrans during the development of the CTP 2050.

The following comments correspond with the various sections of the RTP Checklist for RTPAs.

#### Consultation/Cooperation

6. #2. The RTP identifies some of the traditionally underserved population by the existing transportation system, such as low-income and minority households. Please elaborate and identify how these groups will be involved in the public engagement process.
7. #3. Page three states that "ICLTC RTP Public Involvement Procedures were originally developed for the 2009 RTP and presented in Appendix A." Has there been a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process (23 CFR part 450.210(a)(1)(ix))?
8. #9. Table 1 on page four indicates various specified groups that were involved in the public involvement process. Please provide more detail and timeframes for reasonable opportunity to comment on the plan using



the public involvement process developed under 23 CFR part 450.210(a)?  
23 CFR part 450.210(a)(1)(iii)

9. #13. Page one addresses that ICLTC chose to update the RTP every four years so that the City of Bishop and County of Inyo will only be required to update the Housing Element to their respective General Plan once every eight years. Please identify the specific year the City of Bishop and County of Inyo Housing Element was last updated and when the next update will occur.

The following comments address content in specific sections.

#### Executive Summary

10. Page ES-3, fourth paragraph and page 12, third paragraph: Lancaster is in Los Angeles County.
11. Page ES-4, second paragraph: all communities have disconnected sidewalks.
12. Page ES-4, fifth paragraph: "Goods", not "Good"
13. Page ES-5 fifth paragraph: "Safety improvements on ~~high speed~~ rural roads are a significant need." Take out the words "high speed".
14. Page ES-8, fourth paragraph: It is unclear if the term "Inyo State highways" refers to Inyo County roads or State highways in Inyo County. Please clarify the reference.

#### Affected Regional Transportation Planning Agencies

15. Page 5, last paragraph: The reference to the high speed rail seems out of place as Inyo County was never considered in the High Speed Rail Plan.
16. Page 16: last paragraph – The Bishop Paiute Tribe has a new Sustainable Communities Plan (February 2019) that would be good to reference.

#### State Highways



Mr. Michael Errante  
July 31, 2019  
Page 4

17. Page 27, fourth paragraph: Caltrans will be installing public charging stations at Coso and Division Creek Roadside Safety Rest Areas.
18. Page 28, third paragraph: "plan", not "plans"
19. Page 29, first paragraph: should read: "The section from Sabrina Road to PM 16.34 near Brockman Lane is designated as a state scenic highway and a section of the eastern SR 168 is part of the National Forest Scenic Byway.

#### Goals and Policies 2

20. Policy 2.1.1, Policy 2.4.4 refer to the Sierra Nevada Region ITS Strategic Deployment Plan, which is outdated. Please refer to the upcoming District 9 Intelligent Transportation Master Plan. Please indicate if the RTP is consistent (to the maximum extent practicable) with the development of the regional ITS architecture (23 CFR 450.208(g)) or how it will coordinate with the District 9 Intelligent Transportation Master Plan.

#### Level of Service

21. Traffic counts for 2017 are available at:
  - a. <https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2017>

If you have any questions, please contact Jill Batchelder at (760) 872-0734 or via email at [jill.batchelder@dot.ca.gov](mailto:jill.batchelder@dot.ca.gov).

Sincerely,



Mark Heckman  
District 9 Branch Supervisor  
Transportation Planning



Gavin Newsom  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Kate Gordon  
Director

August 14, 2019

John Pinckney  
Inyo County  
168 N. Edwards St  
Independence, CA 93526

Subject: The Inyo County Regional Transportation Plan 2019-2039  
SCH#: 2019079053

Dear John Pinckney:

The State Clearinghouse submitted the above named NEG to selected state agencies for review. The review period closed on 8/13/2019, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: <https://ceqanet.opr.ca.gov/2019079053/2> for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse



## On-line Survey





**What are the most important  
transportation needs in Inyo County?  
We need your help to plan the future of transportation!**



The Inyo County Local Transportation Commission (ICLTC) is updating the Regional Transportation Plan (RTP) for Inyo County.

Please share your thoughts in a short survey available online to gather community input for transportation improvements over the next 20 years.

**Visit ► [www.surveymonkey.com/r/Inyo2019RTP](http://www.surveymonkey.com/r/Inyo2019RTP)**



*The City of*  
**BISHOP**  
*California*

*Small Town...*  
*with a BIG Backyard.*



# Inyo County Regional Transportation Plan 2019 Update

## On-Line Questionnaire

The Inyo County Local Transportation Commission (ICLTC) is updating the Regional Transportation Plan (RTP) and would like your input!

The RTP provides a coordinated, 20 year vision of the regionally significant improvements to roads, bicycle paths, sidewalks, airports and public transit. This 5 minute survey will help guide decision-makers when prioritizing transportation improvements.

1. What community do you live in?
  - a. Bishop Area
  - b. Big Pine
  - c. Lone Pine
  - d. Independence
  - e. Other \_\_\_\_\_
  
2. What community do you work in?
  - a. Bishop Area
  - b. Big Pine
  - c. Lone Pine
  - d. Independence
  - e. Other in Inyo County \_\_\_\_\_
  - f. Other outside Inyo County \_\_\_\_\_
  
3. In an average week, what percentage of your trips do you make using the following modes of transportation?
  - a. Personal Vehicle \_\_\_\_\_%
  - b. Walk \_\_\_\_\_%
  - c. Bicycle \_\_\_\_\_%
  - d. Public Transit (bus) \_\_\_\_\_%
  - e. Carpool \_\_\_\_\_%
  
4. If you had \$100 for transportation, how would you spend it among the following types of projects? (Dollars may be split between as many choices as you like)
  - a. Improve/increase bus stops, transfer centers, overall public transit system? \$ \_\_\_\_\_
  - b. Maintain/reconstruct existing streets and roads \$ \_\_\_\_\_
  - c. Improve/expand bicycle routes and paths \$ \_\_\_\_\_
  - d. Improve/expand sidewalks, crosswalks and other pedestrian facilities \$ \_\_\_\_\_
  - e. Increase the capacity of state highways \$ \_\_\_\_\_



- f. Build new local roads \$ \_\_\_\_\_
- g. Improve streetscape to make communities more attractive and inviting \$ \_\_\_\_\_
- h. Improve local airport facilities \$ \_\_\_\_\_

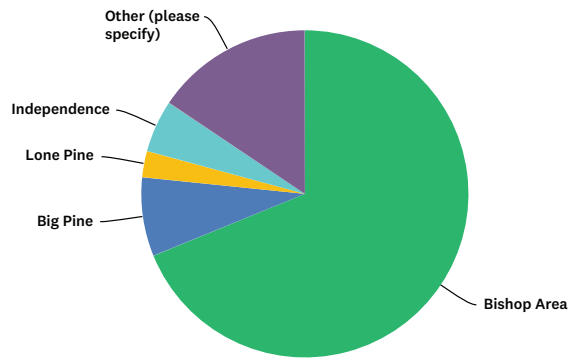
5. When travelling in Inyo County, which transportation issues concern you the most?

	Very Concerning	Somewhat Concerning	Not Very Concerning	Not at all Concerning
Pavement conditions on Local Streets and Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on US 395	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unsafe intersections on state highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unsafe conditions on local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic congestion on local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough or poor condition of bicycle paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough or poor condition of sidewalks/crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unsafe conditions for children travelling to school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not enough or unsafe/uncomfortable bus stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No commercial air service at Bishop Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insufficient motorized recreational trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Too much truck traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Please write out specific transportation improvements you feel should be top priority for Inyo County:

Q1 What community do you live in?

Answered: 77 Skipped: 0

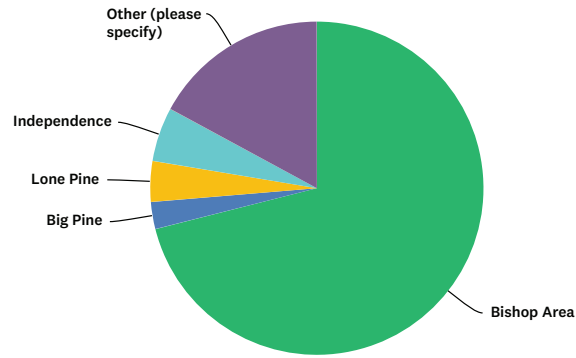


ANSWER CHOICES	RESPONSES	
Bishop Area	68.83%	53
Big Pine	7.79%	6
Lone Pine	2.60%	2
Independence	5.19%	4
Shoshone	0.00%	0
Other (please specify)	15.58%	12
<b>TOTAL</b>		<b>77</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Death Valley	10/12/2018 4:09 PM
2	Mammoth Lakes	10/9/2018 8:07 PM
3	Mammoth	10/9/2018 2:56 PM
4	Crowley Lake	10/4/2018 4:06 PM
5	Business visitor	10/3/2018 9:35 AM
6	Sunny Slopes	10/2/2018 6:53 PM
7	near Independence	10/1/2018 6:43 PM
8	Mammoth	9/28/2018 11:32 AM
9	40 Acres	9/28/2018 9:13 AM
10	Mammoth Lakes	9/27/2018 6:10 PM
11	TECOPA	9/25/2018 10:47 AM
12	Tecopa	9/25/2018 9:27 AM

Q2 What community do you work in?

Answered: 76 Skipped: 1



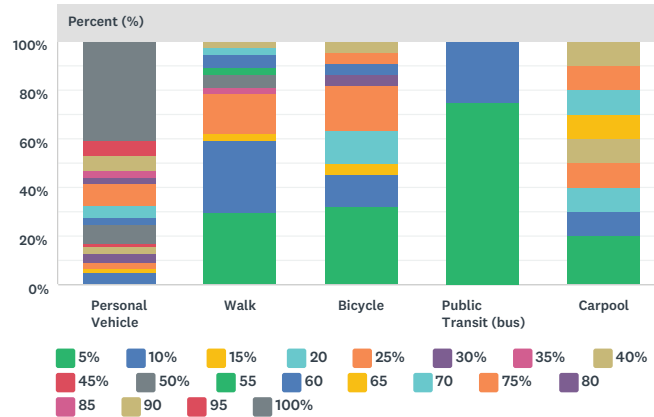
ANSWER CHOICES	RESPONSES	
Bishop Area	71.05%	54
Big Pine	2.63%	2
Lone Pine	3.95%	3
Independence	5.26%	4
Shoshone	0.00%	0
Other (please specify)	17.11%	13
<b>TOTAL</b>		<b>76</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Death Valley	10/12/2018 4:09 PM
2	Retired	10/9/2018 3:01 PM
3	Mammoth	10/9/2018 2:56 PM
4	Inyo and Mono counties	10/3/2018 9:35 AM
5	retired	10/2/2018 6:53 PM
6	Retired	10/1/2018 7:23 PM
7	Mono County	10/1/2018 6:43 PM
8	Mammoth Lakes	10/1/2018 8:46 AM
9	Mammoth	9/28/2018 11:32 AM
10	Lee Vining, Mammoth Lakes, Bishop, and Lone Pine	9/27/2018 6:10 PM
11	Mammoth	9/27/2018 4:35 PM
12	TECOPA-OUTER RURAL AREAS INCLUDED	9/25/2018 10:47 AM
13	Tecopa	9/25/2018 9:27 AM

# Inyo County Regional Transportation Plan - 2019 Update

Q3 In an average week, what percentage of your trips do you make using the following modes of transportation? (Answers should total 100%)

Answered: 77 Skipped: 0

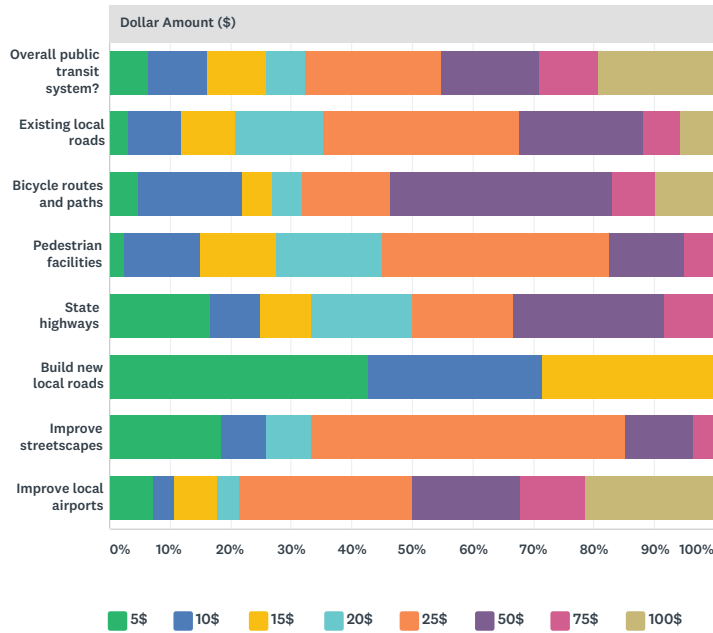


Percent (%)	5%	10%	15%	20	25%	30%	35%	40%	45%	50%	55	60	65	70	75%	80
Personal Vehicle	0.00% 0	5.19% 4	1.30% 1	0.00% 0	2.60% 2	3.90% 3	0.00% 0	2.60% 2	1.30% 1	7.79% 6	0.00% 0	2.60% 2	0.00% 0	5.19% 4	9.09% 7	2.60% 2
Walk	29.73% 11	29.73% 11	2.70% 1	0.00% 0	16.22% 6	0.00% 0	2.70% 1	0.00% 0	0.00% 0	5.41% 2	2.70% 1	5.41% 2	0.00% 0	2.70% 1	0.00% 0	0.00% 0
Bicycle	31.82% 7	13.64% 3	4.55% 1	13.64% 3	18.18% 4	4.55% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4.55% 1	0.00% 0	0.00% 0	4.55% 1	0.00% 0
Public Transit (bus)	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Carpool	20.00% 2	10.00% 1	0.00% 0	10.00% 1	10.00% 1	0.00% 0	0.00% 0	10.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	10.00% 1	10.00% 1	10.00% 1	0.00% 0

## Inyo County Regional Transportation Plan - 2019 Update

**Q4 If you had \$100 for transportation, how would you spend it among the following types of projects? (Dollars may be split between as many choices as you like but should total \$100)**

Answered: 77 Skipped: 0

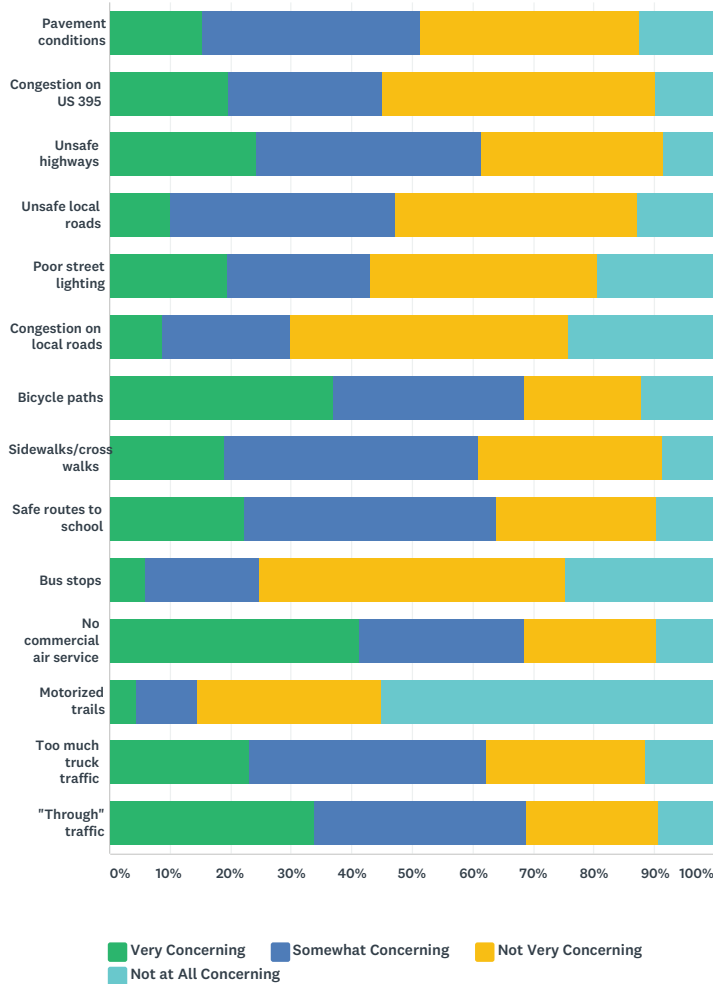


Dollar Amount (\$)									
	5\$	10\$	15\$	20\$	25\$	50\$	75\$	100\$	TOTAL
Overall public transit system?	6.45% 2	9.68% 3	9.68% 3	6.45% 2	22.58% 7	16.13% 5	9.68% 3	19.35% 6	31
Existing local roads	2.94% 1	8.82% 3	8.82% 3	14.71% 5	32.35% 11	20.59% 7	5.88% 2	5.88% 2	34
Bicycle routes and paths	4.88% 2	17.07% 7	4.88% 2	4.88% 2	14.63% 6	36.59% 15	7.32% 3	9.76% 4	41
Pedestrian facilities	2.50% 1	12.50% 5	12.50% 5	17.50% 7	37.50% 15	12.50% 5	5.00% 2	0.00% 0	40
State highways	16.67% 2	8.33% 1	8.33% 1	16.67% 2	16.67% 2	25.00% 3	8.33% 1	0.00% 0	12
Build new local roads	42.86% 3	28.57% 2	28.57% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7
Improve streetscapes	18.52% 5	7.41% 2	0.00% 0	7.41% 2	51.85% 14	11.11% 3	3.70% 1	0.00% 0	27
Improve local airports	7.14% 2	3.57% 1	7.14% 2	3.57% 1	28.57% 8	17.86% 5	10.71% 3	21.43% 6	28

# Inyo County Regional Transportation Plan - 2019 Update

## Q5 When travelling in Inyo County, which transportation issues concern you the most?

Answered: 77 Skipped: 0



	VERY CONCERNING	SOMEWHAT CONCERNING	NOT VERY CONCERNING	NOT AT ALL CONCERNING	TOTAL
Pavement conditions	15.28% 11	36.11% 26	36.11% 26	12.50% 9	72
Congestion on US 395	19.72% 14	25.35% 18	45.07% 32	9.86% 7	71
Unsafe highways	24.29% 17	37.14% 26	30.00% 21	8.57% 6	70
Unsafe local roads	10.00% 7	37.14% 26	40.00% 28	12.86% 9	70
Poor street lighting	19.44% 14	23.61% 17	37.50% 27	19.44% 14	72
Congestion on local roads	8.57% 6	21.43% 15	45.71% 32	24.29% 17	70
Bicycle paths	36.99% 27	31.51% 23	19.18% 14	12.33% 9	73
Sidewalks/crosswalks	18.84% 13	42.03% 29	30.43% 21	8.70% 6	69
Safe routes to school	22.22% 16	41.67% 30	26.39% 19	9.72% 7	72
Bus stops	5.80% 4	18.84% 13	50.72% 35	24.64% 17	69
No commercial air service	41.10% 30	27.40% 20	21.92% 16	9.59% 7	73
Motorized trails	4.35% 3	10.14% 7	30.43% 21	55.07% 38	69
Too much truck traffic	23.19% 16	39.13% 27	26.09% 18	11.59% 8	69

# Inyo County Regional Transportation Plan - 2019 Update

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"Through" traffic	33.78%	35.14%	21.62%	9.46%	
	25	26	16	7	74



## Inyo County Regional Transportation Plan - 2019 Update

### Q6 Please write out specific transportation improvements you feel should be top priority for Inyo County:

Answered: 52    Skipped: 25

#	RESPONSES	DATE
1	Safe crosswalks for pedestrians, safe bike paths, commercial service at airport, alternative route to keep trucks off Main Street	10/24/2018 8:33 AM
2	Bicycle lanes, crosswalks for pedestrians that are clearly visible and marked.	10/16/2018 5:24 PM
3	Re pavement of existing town streets	10/16/2018 1:56 PM
4	Pavement Maintenance, Bike Paths,	10/12/2018 4:09 PM
5	not sure	10/12/2018 8:13 AM
6	Business route for towns. Safer bike lanes.	10/9/2018 8:07 PM
7	Build a network of Bike Paths/Walking Paths in Bishop separate from vehicle traffic. Build the paths so that a person could ride or walk from the outskirts of town, into town. Commercial air service to other parts of California and or other states. Pavement resurfacing in Bishop neighborhoods.	10/9/2018 3:01 PM
8	accessible rides made easily available	10/9/2018 2:56 PM
9	commercial air service	10/9/2018 8:10 AM
10	1) four-laning US 395, 2) local streets and roads maintenance, and 3) create truck bypass in Bishop	10/5/2018 8:45 AM
11	Biking trails/routes, sidewalks, route truck traffic around downtown, no commercial flights to Bishop.	10/5/2018 4:20 AM
12	air service 100%	10/4/2018 4:06 PM
13	Having reliable air service would be a top priority. Enduring adequate buke lanes is also important anf could be a great tourist draw and loval safety improvement. Reroutig truck traffic out if town would improve main street. Unsafe parking alon intersections (especially East Line St) is a concern	10/4/2018 7:40 AM
14	Bus stops at rural and on or near Indian reservations	10/3/2018 9:35 AM
15	More signals on downtown bishop 395 for pedestrian safety.	10/2/2018 6:53 PM
16	Making Main Street more safe and attractive, better planning of street linkages and paths, friendly pedestrian and bicycle paths, a more attractive community, and better local planning for mobility.	10/2/2018 3:06 PM
17	Commercial Air service	10/2/2018 2:09 PM
18	Bike lanes throughout the Bishop Area. It would be great to be able to safely ride from the MeadowCreek Area to Downtown.	10/2/2018 11:51 AM
19	I dream about a bike line on 395 through downtown Bishop and a wider and safer bike line through the rest of 395 in Bishop	10/2/2018 10:59 AM
20	I feel that improving our airport and offering reliable air service into the Eastern Sierra 365 days a year would increase the tourism, including skiing traffic for Mammoth. The Mammoth airport is dangerous and unreliable. I have personally had 4 flights cancelled due to inclement weather and needed to rent a car in LA to get home for work the next day. A good bus transportation and car rental service at our local airport would round out the magic, making travel to a from the Eastern Sierra safe, reliable and convenient.	10/2/2018 10:26 AM
21	bike paths / <a href="https://visitoceanside.org/travel-tips/san-luis-rey-river/">https://visitoceanside.org/travel-tips/san-luis-rey-river/</a>	10/2/2018 9:02 AM
22	Airport improvement would help, as well as more bike rental options	10/1/2018 8:46 PM
23	commercial air service at Bishop Airport!	10/1/2018 6:43 PM
24	air service	10/1/2018 6:24 PM
25	More frequent accessible public transportation between Bishop and Mammoth with available stops at key sites in between	10/1/2018 8:46 AM
26	affordable commercial service at the airport should be a high priority. Also, encouraging people to stop and explore downtown and neighborhoods by having continual sidewalks, in good repair, and well lit.	9/29/2018 1:24 PM
27	the big rig on 395 that go through Bishop / Airport in Bishop	9/28/2018 10:05 AM
28	Replace North Round Valley bridge. Repave Bircham in Round Valley. Work on roads and sidewalks in Big Pine, Indendence and Lone Pine.	9/28/2018 9:13 AM
29	Several streets in the Manor Market area are bad. There are also no safe bus stops in that area - they are all along the side of a road - marked by a dirty sign.	9/27/2018 11:37 PM
30	Fixing the Onion Valley road by the trailhead. More speed traps through Big Pine, Independence, and Lone Pine.	9/27/2018 6:10 PM
31	Promote a bicycle friendly community where motorists share the road.	9/27/2018 4:35 PM
32	Bypass around Independence	9/27/2018 3:33 PM
33	Walking paths : )	9/27/2018 1:50 PM
34	safe ways to walk from the north east area of Bishop (Meadowcreek) to the city of Bishop	9/27/2018 1:44 PM
35	A crosswalk and flashing light at the 395 and the bike trail behind Catholic Church.Flashinhg lights at crosswalks on main street during school crossing times and lighted crosswalks on mainstreet	9/27/2018 11:27 AM
36	Bike paths, beautification of population centers to attract tourists, commercial air service	9/26/2018 10:31 AM
37	Highway 6 at Wye Rd dangerous due to heavy traffic	9/26/2018 8:29 AM

## Inyo County Regional Transportation Plan - 2019 Update

38	The traffice is abominable. People speed through these small towns with no respect or regard to the families living there. The commercial truck volume is abhorrent. they careen through towns often applying their jake brake and further causing duress. Someone is going to get killed in one of the crosswalks. It is absolutely disgusting. I say this after almost being hit twice in a crosswalk.	9/26/2018 7:55 AM
39	Highway 395 should be 4 lane all the way through. Locally, crosswalks on 395 are very unsafe, need blinking lights or something to make people stop.	9/25/2018 4:33 PM
40	BAN OF COMMERCIAL TRUCKS ON OLD SPANISH TRAIL HIGHWAY AND TECOPA HOT SPRINGS ROAD-SOME BICYCLE AWARENESS SIGNAGE ON ALL ROADS-MORE CURVES AHEAD SIGNAGE	9/25/2018 10:47 AM
41	Not allowing commercial trucks on Tecopa Hot Springs Road and Old Spanish Trail Highway. The trucks are destroying the rods as well a safety concern with trvaeling through narrow mountain pass. the heavy truck traffic has destroyed the road and needs repaving.	9/25/2018 9:27 AM
42	Safe pedestrian traffic options. CROSSWALKS, real bike lanes, Pedestrian crosswalks where all car traffic stops	9/25/2018 8:53 AM
43	More bike paths, street lights, flashing signs at cross walks when people are crossing.	9/25/2018 8:50 AM
44	Commercial flights in & out of Bishop airport	9/25/2018 8:38 AM
45	If the county is serious about expanding the airport, the traffic to and from the airport would be a main concern.	9/25/2018 8:33 AM
46	Airport project and making 395 safer for travel	9/25/2018 8:33 AM
47	Improve roads	9/25/2018 8:32 AM
48	Paratransit service for elderly population. Paratransit was a huge help with my mother in the Bay Area when she became wheelchair bound. The population in Inyo County has a large percentage of people over 65 and it is projected to grow by 20% and become the largest demographic in the County over the next 15 years. Paratransit service should be a priority, but currently none exists in Inyo County.	9/25/2018 8:25 AM
49	More public transportation. Also, more street lighting in areas like Wilkerson, Chalfant and Benton.	9/25/2018 8:21 AM
50	None at this time	9/25/2018 8:20 AM
51	Independence Intersection near the Fort Independence Travel Plaza	9/24/2018 2:33 PM
52	better and more visible crosswalks across 395/main street in Bishop	9/24/2018 2:22 PM

Inyo County Active Transportation Survey

## Q1 In what community do you live?

Answered: 30 Skipped: 0

#	RESPONSES	DATE
1	Bishop	8/30/2018 11:36 AM
2	Bishop	8/2/2018 12:11 PM
3	Bishop (downtown)	7/25/2018 2:54 PM
4	bishop	7/25/2018 2:09 PM
5	Bishop	7/23/2018 4:28 PM
6	City of Bishop	7/23/2018 10:09 AM
7	Bishop	7/23/2018 9:30 AM
8	Chalfant	7/23/2018 5:51 AM
9	Bishop	7/22/2018 7:21 PM
10	Bishop	7/22/2018 7:14 PM
11	City of Bishop	7/22/2018 6:56 PM
12	Bishop	7/22/2018 6:48 PM
13	The city of Bishop	7/22/2018 4:30 PM
14	Big Pine	7/22/2018 4:01 PM
15	Bishop	7/22/2018 3:41 PM
16	Bishop, ca	7/22/2018 3:30 PM
17	Bishop	7/22/2018 12:29 PM
18	Bishop	7/22/2018 12:09 PM
19	Bishop Ca	7/22/2018 11:53 AM
20	Bishop	7/22/2018 11:13 AM
21	Bishop, CA	7/19/2018 11:09 AM
22	Bishop/Independence	7/18/2018 4:24 PM
23	Bishop	7/18/2018 3:22 PM
24	Lone Pine	7/18/2018 3:21 PM
25	Bishop	7/18/2018 10:06 AM
26	Bihop	7/14/2018 9:05 PM
27	Independence	7/10/2018 8:32 AM
28	Bishop	7/9/2018 3:48 PM
29	Big Pine	7/9/2018 3:14 PM
30	West Bishop	7/9/2018 9:45 AM

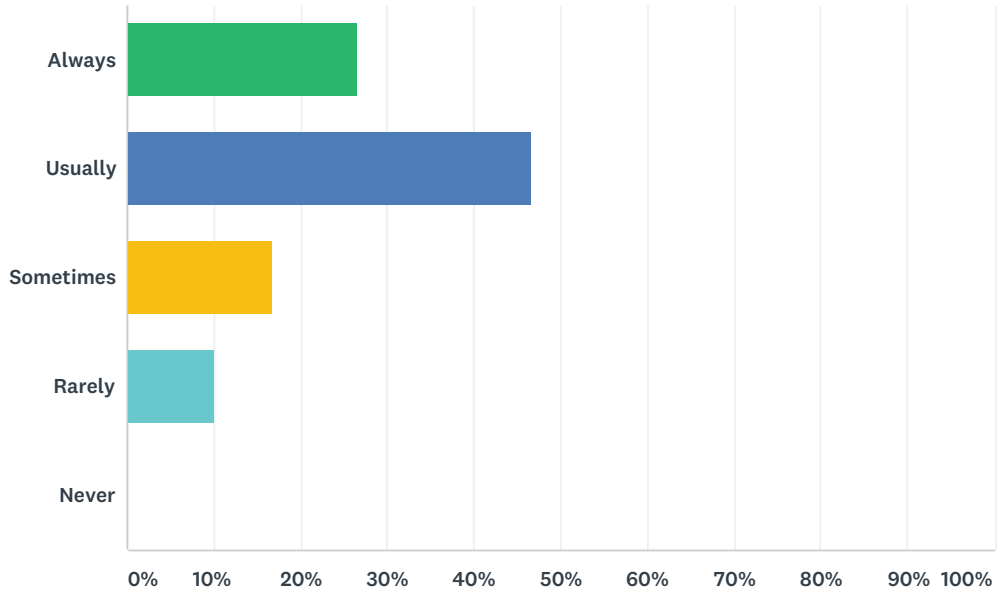
## Q2 What are the nearest cross streets to your house?

Answered: 30 Skipped: 0

#	RESPONSES	DATE
1	395 & Fowler	8/30/2018 11:36 AM
2	Home Street/Line Street	8/2/2018 12:11 PM
3	West Elm and Main Street	7/25/2018 2:54 PM
4	Edwards and Lagoon	7/25/2018 2:09 PM
5	Starlite	7/23/2018 4:28 PM
6	Willow & Third; Willow & Main	7/23/2018 10:09 AM
7	Main and Yaney	7/23/2018 9:30 AM
8	Chidago & White Mountain Drive	7/23/2018 5:51 AM
9	Johnston and E Line	7/22/2018 7:21 PM
10	East Line	7/22/2018 7:14 PM
11	Home and Keough	7/22/2018 6:56 PM
12	1st and Line	7/22/2018 6:48 PM
13	Highway 395 a.k.a. Main St. and Yaney street	7/22/2018 4:30 PM
14	Pine and Elmcrest Drive	7/22/2018 4:01 PM
15	line and shepard	7/22/2018 3:41 PM
16	395 & Barlow	7/22/2018 3:30 PM
17	Line and Grandview	7/22/2018 12:29 PM
18	E. Line	7/22/2018 12:09 PM
19	Line and Johnston	7/22/2018 11:53 AM
20	Hey 395 and MacGregor	7/22/2018 11:13 AM
21	Pine St. and N 3rd St	7/19/2018 11:09 AM
22	Keough x Home St. in Bishop; S. Jackson x Market in Independence	7/18/2018 4:24 PM
23	Morningside Dr. x Mesquite Rd.	7/18/2018 3:22 PM
24	Locust and Jackson	7/18/2018 3:21 PM
25	Maple and Kelso	7/18/2018 10:06 AM
26	pine and home	7/14/2018 9:05 PM
27	Clay & Main Streets	7/10/2018 8:32 AM
28	Home and Pine	7/9/2018 3:48 PM
29	Center St & Pine St	7/9/2018 3:14 PM
30	Ranch and Mount Tom	7/9/2018 9:45 AM

### Q3 How often do you walk or bike?

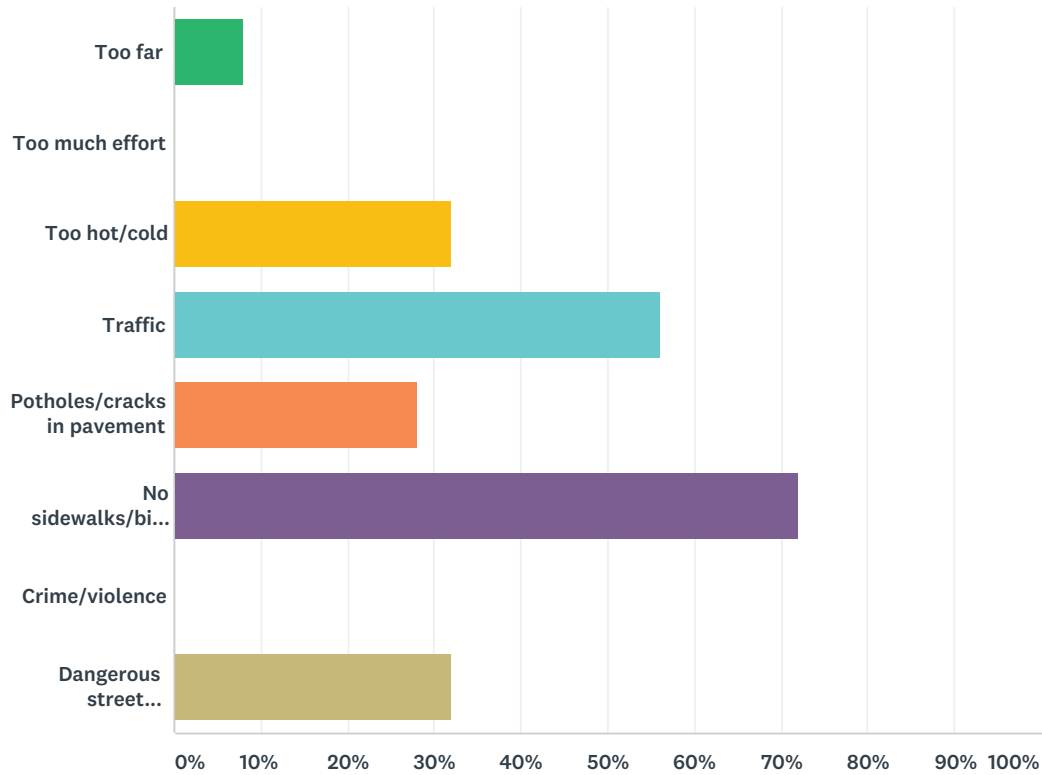
Answered: 30 Skipped: 0



ANSWER CHOICES	RESPONSES	
Always	26.67%	8
Usually	46.67%	14
Sometimes	16.67%	5
Rarely	10.00%	3
Never	0.00%	0
<b>TOTAL</b>		<b>30</b>

### Q4 What are your top 3 concerns about walking or biking in your neighborhood? (choose 3 options)

Answered: 25 Skipped: 5



ANSWER CHOICES	RESPONSES
Too far	8.00% 2
Too much effort	0.00% 0
Too hot/cold	32.00% 8
Traffic	56.00% 14
Potholes/cracks in pavement	28.00% 7
No sidewalks/bikepaths	72.00% 18
Crime/violence	0.00% 0
Dangerous street crossings	32.00% 8
Total Respondents: 25	

#	OTHER (PLEASE SPECIFY)	DATE
1	Vehicles do not notice riders in bike lanes, and sidewalks do not allow bikes. Bike lanes need to be widened, and made more visible, otherwise I do not see an increase in ridership in the future.	7/25/2018 2:54 PM
2	Trucks on Main Street, we need a bypass	7/25/2018 2:09 PM

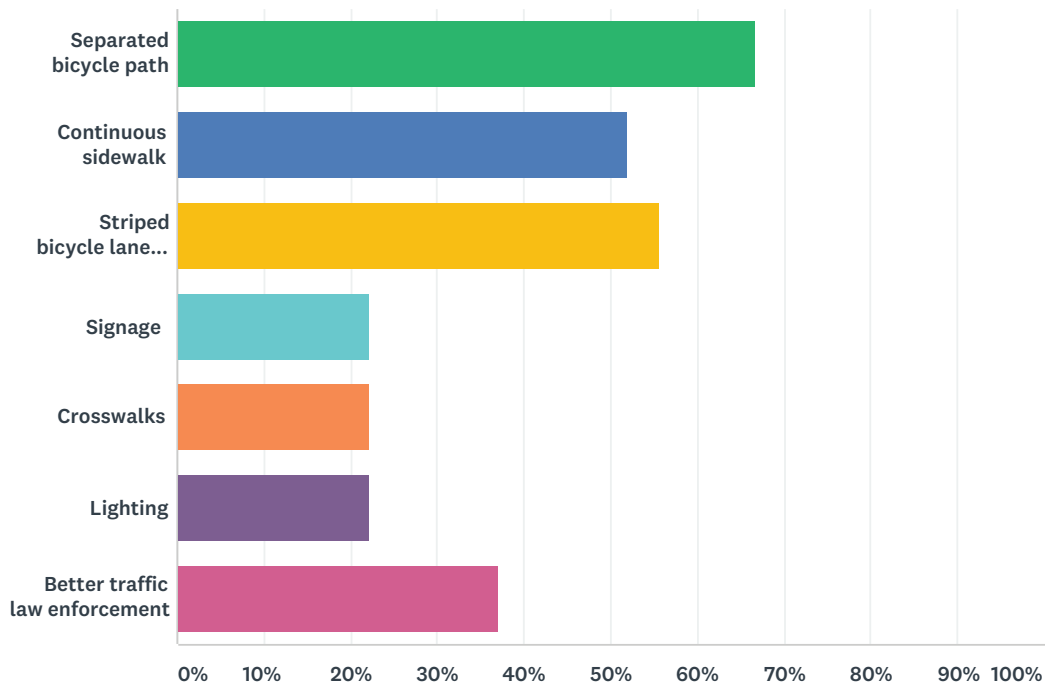
## Inyo County Active Transportation Survey

3	Controlled intersections are the most dangerous, especially at Home & West Line; taking out the marked crosswalks on Main Street was a BIG MISTAKE, drivers do not know that the pedestrian has the right of way at ANY intersection, especially because our cross streets are not connected across Main	7/23/2018 10:09 AM
4	It isn't my neighborhood it is the Downtown.	7/22/2018 7:21 PM
5	Crossing Main Street	7/22/2018 6:56 PM
6	No concerns, walking and biking are good.	7/22/2018 6:48 PM
7	Would like to create a walking or local biking club	7/22/2018 4:01 PM
8	Too slow	7/22/2018 3:41 PM
9	I won't ride my bike during the heat of summer.	7/22/2018 12:09 PM
10	Locked cattle gates and no bike pass throughs,	7/22/2018 11:53 AM
11	Why only biking and walking, what about skateboarding? It seems more youth in our area use a skateboard for transportation than a bike. Skateboards offer an efficient mode of transportation that makes few demands on infrastructure. Bike paths and quality pavement (that is maintained) are the only requirements. Please consider adding this form of frequently used transportation in your ATP.	7/18/2018 4:24 PM
12	No concern.	7/10/2018 8:32 AM



## Q5 Which 3 improvements would encourage you to walk or bike more often?

Answered: 27 Skipped: 3



ANSWER CHOICES	RESPONSES
Separated bicycle path	66.67% 18
Continuous sidewalk	51.85% 14
Striped bicycle lane and paved shoulder on roadway	55.56% 15
Signage	22.22% 6
Crosswalks	22.22% 6
Lighting	22.22% 6
Better traffic law enforcement	37.04% 10
Total Respondents: 27	

#	OTHER (PLEASE SPECIFY)	DATE
1	Truck bypass	7/25/2018 2:09 PM
2	would need to start work later.	7/23/2018 4:28 PM
3	Lots of fast traffic on Willow because of lack of sidewalks/curbs, which makes the street wider so cars SPEED from Main to Third as if they are on a freeway. NEED CURBS AND SIDEWALKS, and repair the sidewalks that are already on Willow.	7/23/2018 10:09 AM
4	Truck route for vehicles that don't want to stop in Bishop	7/22/2018 6:56 PM
5	none	7/22/2018 3:41 PM
6	Bicycle pass gates.	7/22/2018 11:53 AM

## Inyo County Active Transportation Survey

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7	Bike paths entice people to try cycling. Non-maintained bike paths, such as those on Barlow Lane, and between Sierra St. and N. Sierra Highway, can discourage cycling, and eventually prohibit cycling, and fall into disuse. Any plan to encourage cycling through improvements needs to include a long-term maintenance plan.	7/18/2018 4:24 PM
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## Q6 What specific area in your community has the greatest need for bicycle and/or pedestrian improvements?

Answered: 28 Skipped: 2

#	RESPONSES	DATE
1	W. Elm Street to Fowler, parts of warren	8/30/2018 11:36 AM
2	1. The sidewalk on the south-east corner of Home and Grove Street needs to have the over growth cleared. Pedestrians go into to the street to avoid the over growth. 2. W. Line Street, 3. W Pine Street,	8/2/2018 12:11 PM
3	Bike lanes in the downtown Bishop area. Also, not only wider bike lanes but more signage indicating to vehicles that bikes are prevalent.	7/25/2018 2:54 PM
4	Main Street	7/25/2018 2:09 PM
5	Mammoth Lakes	7/23/2018 4:28 PM
6	Pedestrian improvements needed all over the East side, but especially the Northeast side where there is higher density housing and more kids walking/biking to school from this area.	7/23/2018 10:09 AM
7	Downtown Bishop corridor. Crosswalks are a joke--it just a matter of time before someone is seriously hurt. We need push-button flashing indicators, which are very common in many other places. I encourage anyone reading this to try and bike on Main Street through downtown Bishop, the so-called "bike-lane" is 8 inches wide and you get to rub shoulders with semi-trucks. The Bishop downtown area is not a comfortable, safe, or friendly place to be a pedestrian or cyclist.	7/23/2018 9:30 AM
8	Simple warning lights on Main St when someone is entering the crosswalk. All communities do this, but Bishop can't seem to figure it out.	7/22/2018 7:21 PM
9	Hanby Avenue has had sidewalks proposed and planned previously but the project(s) have been postponed or cancelled. There is an increasing volume of higher speed (greater than the posted limit) traffic and a number of pedestrians and cyclists. Build sidewalks on Hanby Avenue ASAP!	7/22/2018 7:14 PM
10	Northeast corner of Line Street at Home Street.	7/22/2018 6:56 PM
11	West Bishop	7/22/2018 6:48 PM
12	Downtown and N. Sierra Highway	7/22/2018 4:30 PM
13	County Road from Hwy 395 to Keough's	7/22/2018 4:01 PM
14	Safety crossings for Main St.	7/22/2018 3:41 PM
15	US 395, Bike lane or path on Barlow Lane through the Paiute Indian Reservation. Also Brockman through the Reservation. Or	7/22/2018 3:30 PM
16	Line Street going to town. A separated bike path would really be nice. And completion of the Line St sidewalk project westward.	7/22/2018 12:29 PM
17	West Line ST., Main St.	7/22/2018 12:09 PM
18	East end.	7/22/2018 11:53 AM
19	Everywhere! I live in Highlands, so I would love to be able to walk or bike to Smart and Final, Vons, KMart, Rite Aid and feel safe doing it. I would also like a stoplight with a crosswalk at 395 and MacGregor	7/22/2018 11:13 AM
20	I believe that my community would benefit greatly from more bike lanes, wayfinding signs, and the use of in-pavement crosswalk signals.	7/19/2018 11:09 AM
21	Around schools. To and from parks. Provide alternatives to riding or walking on Main st. in Bishop; Warren Street as an example.	7/18/2018 4:24 PM
22	Red Hill Rd.	7/18/2018 3:22 PM

## Inyo County Active Transportation Survey

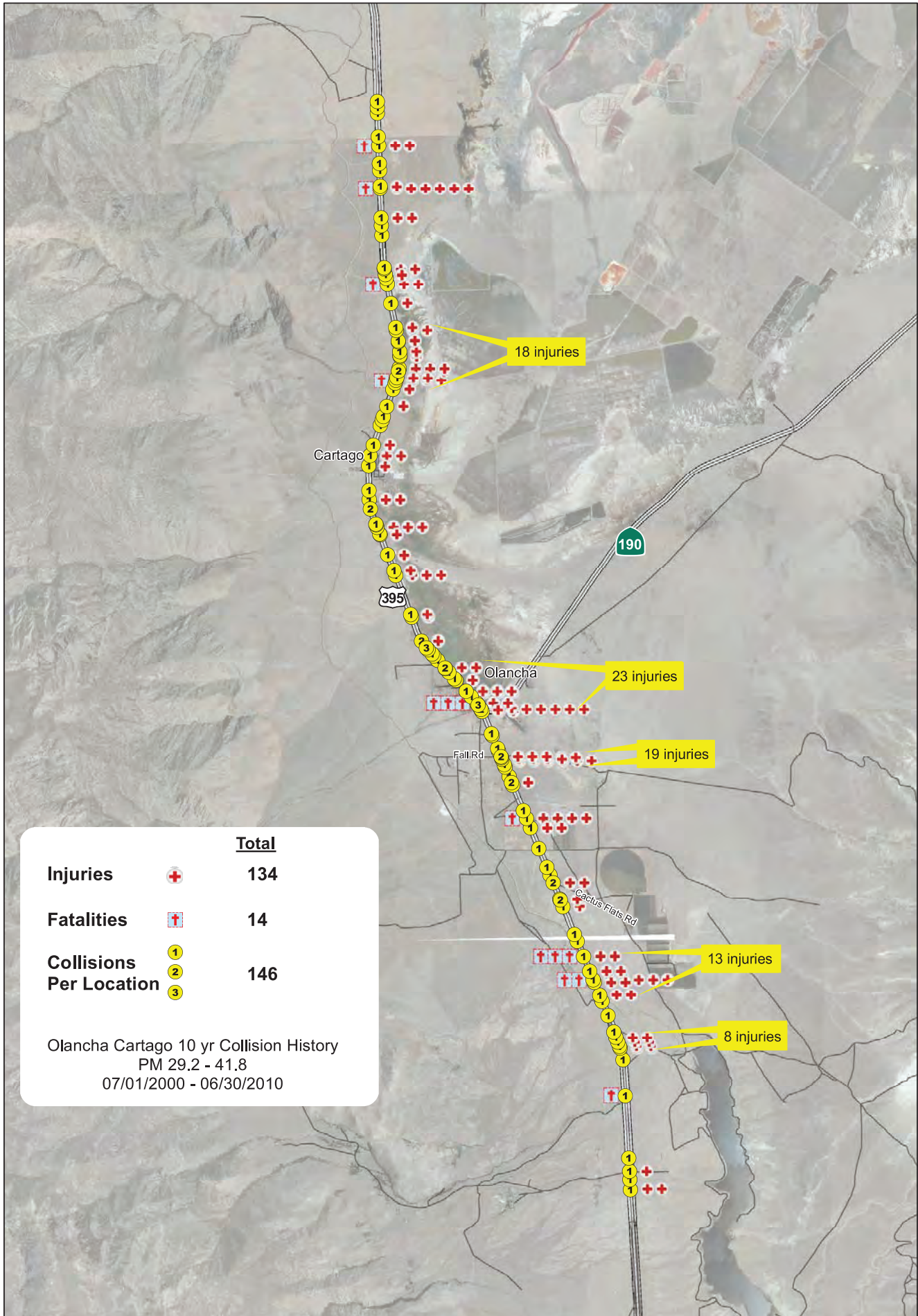
23	All of the streets are rough. The shoulder headed south bound on 395 through the Res is narrow. In downtown there is parallel parking with no bike lane, but the next street east or west is cracked and potholed. I ride, but I understand why others don't.	7/18/2018 3:21 PM
24	North Bishop to town	7/18/2018 10:06 AM
25	Main	7/14/2018 9:05 PM
26	My community does not have significant needs for bicycle/pedestrian facilities off of US 395 due to wide streets and low traffic volumes. Other communities need bicycle/pedestrian improvements - Bishop, Lone Pine, and Big Pine.	7/10/2018 8:32 AM
27	Main St (Hwy 395)	7/9/2018 3:14 PM
28	Trail connection from communities to surrounding natural attractions.	7/9/2018 9:45 AM

**Appendix B**  
**US 395 Corridor Crashes**

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# Ten Year Collision History



		<b>Total</b>
<b>Injuries</b>	+	134
<b>Fatalities</b>	†	14
<b>Collisions</b>	①	146
<b>Per Location</b>	②	
	③	

Olancha Cartago 10 yr Collision History  
 PM 29.2 - 41.8  
 07/01/2000 - 06/30/2010





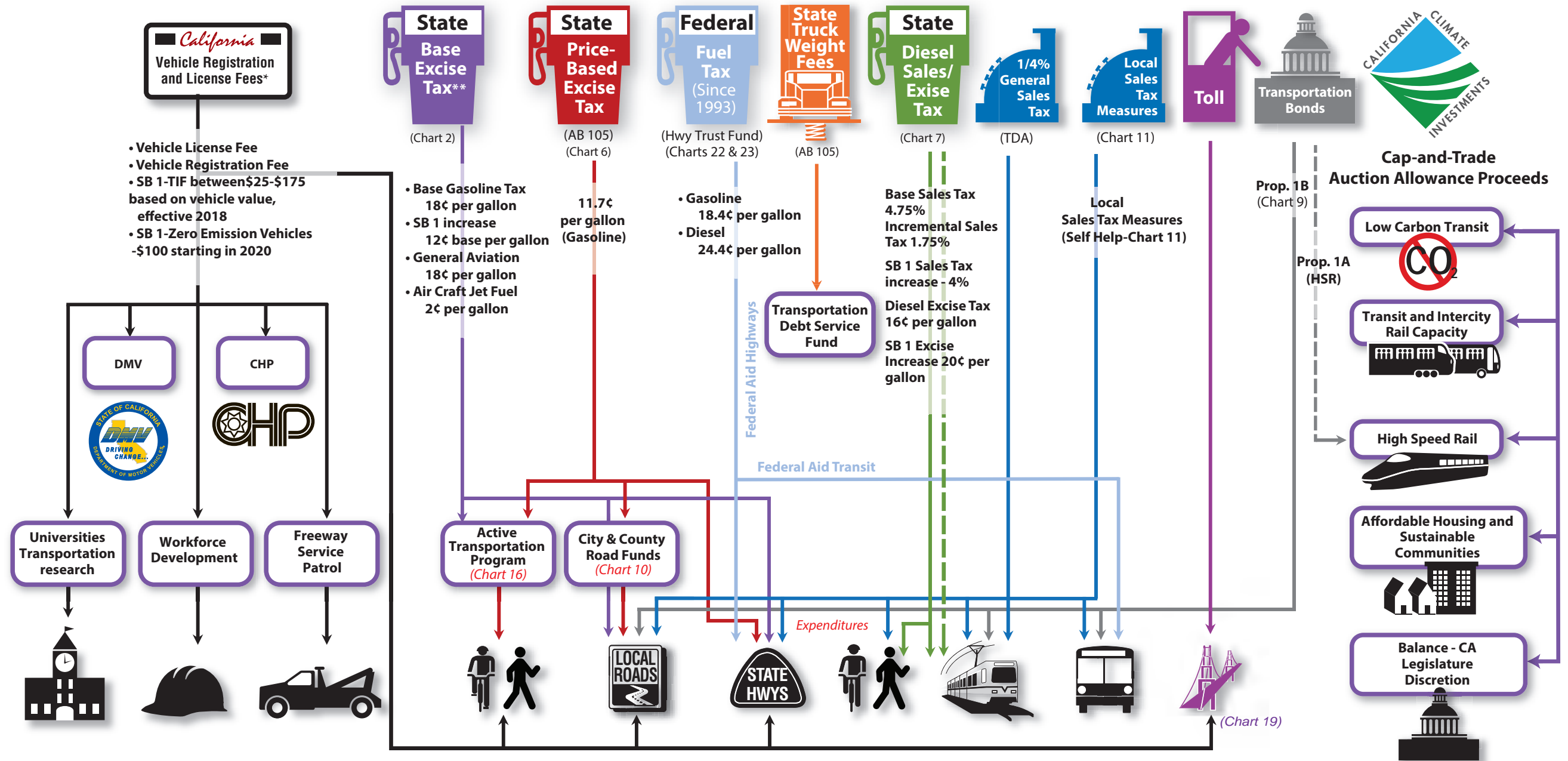


**A Simplified Overview of Transportation Funding**

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# A Simplified Overview of Transportation Funding



\* SB 1 established new revenue mechanisms and rate increases (see narrative on p. 8 and Chart 3). This portion of the diagram only signifies newly created fees based on the passage of SB 1 (2017). Revenues from these fees are allocated to state entities and programs.

\*\* State base excise tax also pays for Refunds and Transfers Account as well as Aeronautics Account

