

# **INYO COUNTY**

## **2012 REGIONAL TRANSPORTATION IMPROVEMENT PLAN**

**SUBMITTED BY:**

**INYO COUNTY  
LOCAL TRANSPORTATION COMMISSION**

Adopted: December 7, 2011

## **INYO COUNTY LOCAL TRANSPORTATION COMMISSION 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

In cooperation with the Department of Transportation (District 9), Inyo County, and the City of Bishop, the Inyo County Local Transportation Commission (ICLTC) is pleased to submit this 2012 Regional Transportation Improvement Plan (2012 RTIP) to the California Transportation Commission (CTC) for consideration for the 2012 State Transportation Improvement Program (2012 STIP).

The Regional Transportation Improvement Program (RTIP) is a listing of capital improvement projects proposed for funding consideration by the California Transportation Commission (CTC). Consistent with the guidelines for the development of the 2012 STIP, the ICLTC has developed this RTIP with the intent to implement projects programmed in the 2010 STIP and to further MOU projects on the state highway system. To that end, new funding is being moved forward to MOU projects.

In addition to programming STIP shares for the state and local road system, the 2012 RTIP identifies programming for Transportation Enhancement (TE) shares. Based upon estimated apportionments, there is an estimated \$1,204,000 available in the 2012 STIP cycle. The ICLTC programmed the entire amount on existing projects and one new TE project in the 2012 RTIP. Recognizing that there are existing TE projects that require cost increases to complete the project that was originally envisioned, TE shares were programmed for these cost increases first. Remaining TE shares were then programmed based upon projects submitted in response to a Call for Projects, which resulted in one new TE projects. The CTC 2012 STIP Guidelines indicate most new TE funding is available in the out years of the STIP, though transportation planning agencies may program more aggressively. The ICLTC has implemented selection criteria to encourage the prompt delivery of TE projects and proposes aggressive programming to complete the existing projects and the new project.

No new RIP funds are proposed to be expended on local streets and roads in the 2012 RTIP. However, funds for Inyo County local projects are being moved around to use the RIP funds in a more cost effective way.

The ICLTC proposes to use allotted Planning, Programming, and Monitoring (PPM) funds for the continued planning and development of future STIP cycles. This funding will allow for updates to the ICLTC Regional Transportation Plan and the Inyo-Mono County Coordinated Rural Transit Plan in accordance with State and Federal mandates.

New funding is being programmed toward the Freeman Gulch Segment I and Segment II projects in Kern County (an MOU project on State Route 14 between Kern Council of Governments, the Inyo County Local Transportation Commission, and the Mono County Local Transportation Commission). For the completion of Freeman Gulch Segment I, the ICLTC will contribute the 10% share set forth in the MOU. To initiate the programming of the environmental and design components of Freeman Gulch Segment II, the ICLTC will program a 30% share. This exceeds the usual 10% MOU share. The ICLTC and Kern Council of Governments have entered into an agreement where the Kern Council of Governments agrees to program a corresponding amount in excess of its usual share in a future STIP

cycle for the construction component of the Olancha-Cartago four lane (U.S. Highway 395) in Inyo County.

The program years and amounts for the Olancha-Cartago four lane expressway project (also an MOU project with Kern Council of Governments and the Mono County Local Transportation Commission on U.S. Highway 395) will not change. RIP funds are being set aside for the future programming of the construction component of the Olancha-Cartago project.

The following 2012 RTIP is a formal list of projects that the ICLTC wishes to submit to the CTC for consideration. The attachments hereto are hereby incorporated and made a part of this 2012 Regional Transportation Improvement Program.

**STATE OF CALIFORNIA PROJECTS**

The Inyo County Local Transportation Commission, Mono County Local Transportation Commission, and Kern Council of Governments have entered into Memorandums of Understanding (MOUs) whereby each agency will participate in joint funding of projects on the U.S. 395/S.R. 14 Corridor. The Olancho-Cartago Four Lane project is being carried over in the same program amount and year as the 2010 STIP. Additional funds are being programmed to Segment 1 and 2 of Freeman Gulch MOU project in Kern County.

**Olancho/Cartago Four-Lane Project:**

Widen U.S. 395 in Inyo County to four-lane expressway from P.M. 29.2 to 41.8. Environmental activities are currently underway. There is no change to program years or amounts to this project. Approximately \$120 million is estimated to be required for CON. The Inyo LTC is looking to program CON as part of the 2014 RTIP. Using agreed upon MOU percentages, Inyo’s share of the CON will be \$48 million. Recognizing that this project will take the Inyo County LTC multiple STIP cycles to fund, approximately \$9,060,000 of Inyo County RIP shares were set aside in reserve in the 2008 STIP for construction of the eventual project. Since that time, the reserve shares have increased to approximately \$9.6 million. The reserves will be reduced in the RTIP cycle because the funds are being programmed for the construction component of Freeman Gulch Segments 1 and 2 in Kern County under an MOU. The Inyo County Local Transportation Commission will set aside approximately \$6,426,000 for the future construction of Olancho-Cartago. Note that Kern Council of Governments will pay \$2,164,000 in excess of their usual MOU share for this project when this project is programmed (See the Freeman Gulch Segment 2).

**Freeman Gulch Widening Segment 1**

In Kern County on State Route 14 near Ridgecrest, from 0.5 mile north of Route 178 west to 1.7 miles north of Route 178 east. Convert from 2-lane conventional highway to 4-lane expressway. This is a MOU project where Kern Council of Governments is contributing 40%, Caltrans is contributing 40%, Mono County Local Transportation Commission is contributing 10% and Inyo County Local Transportation Commission is contributing 10% of the total cost. The program years and amount will not change for the Design (PS & E), Right of Way Support (R/W SUP), and Right of Way (R/W) project components. In this cycle, \$310,000 is being programmed for Construction Support (CON SUP) in 2015-2016 and \$2,799,000 is being programmed for Construction (CON) in 2015-2016.

<b>Inyo County LTC MOU Share for Freeman Gulch Widening Segment 1 (State Route 14)</b>						
<b>State</b>	<b>Prior</b>	<b>2012-2013</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>2015-2016</b>	<b>2016-2017</b>
E & P (PA & ED)	Complete					
PS & E		\$250,000				
R/W SUP				\$180,000		
CON SUP					\$310,000	
R/W				\$950,000		
CON					\$2,799,000	
<b>Total</b>						<b>\$ 4,489,000</b>

**Freeman Gulch Widening Segment 2**

In Kern County on State Route 14 near Ridgecrest, from 4.8 miles south of State Route 178 west to 0.5 mile north of State Route 178. Convert from 2-lane conventional highway to 4-lane expressway. This is

another MOU project. The Design (PS & E) component is being programmed in the amount of \$975,000 in 2015-2016. The Right of Way Support Component is being programmed in the amount of \$630,000 and the Right of Way Component is being programmed in the amount of \$1,653; both of these in 2016-2017.

In this RTIP, the funding is being calculated differently than is usual for this MOU partnership. For this project, Kern Council of Governments is contributing 0%, Caltrans is contributing 40%, Mono County Local Transportation Commission is contributing 30% and Inyo County Local Transportation Commission is contributing 30% of the total cost. Kern Council of Governments has committed to funding a commensurately higher amount (\$2,164,000 plus 10% of the CON phase) of the Olancho-Cartago project in Inyo County when the CON phase of that project is programmed in a future STIP cycle (most likely the 2014 cycle).

<b>Inyo County LTC MOU Share for Freeman Gulch Widening Segment 2 (State Route 14)</b>						
<b>State</b>	<b>Prior</b>	<b>2012-2013</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>2015-2016</b>	<b>2016-2017</b>
E & P (PA & ED)						
PS & E					\$975,000	
R/W SUP						\$630,000
CON SUP						
R/W						\$1,653,000
CON						
						<b>Total \$ 3,258</b>

### **INYO COUNTY PROJECTS**

Inyo County has requested programming to complete existing projects carried over from the previous STIP cycles. The primary focus for Inyo County is to complete previously programmed project components. The County is deprogramming one project and redirecting the funding from that project to a new project. The total amount of funds being requested by Inyo County for local streets and road projects for the 2012 RTIP will not change from the 2010 STIP.

**South Bishop Resurfacing Project:** The proposed project will resurface or reconstruct approximately 4.3 miles of Sunland Road and Sunland Indian Reservation Road. All project components programmed in prior years are awaiting allocations and/or have been granted time extensions. Inyo County will develop this project in combination with the Sunland Bicycle Lanes TE project. The program years and amounts for this project are not being changed.

**Gill Station – Coso Road Reconstruction Project:** This project reconstructs the entire length of Coso Road and completes several curve corrections using a new alignment. The funds for the Gill Station – Coso Road Rehabilitation project are proposed to be deprogrammed. An equivalent amount of funding will be transferred to the West Bishop Resurfacing project. The County will use Proposition 1B Local Streets and Roads funding instead of RIP funds to place a pavement overlay on the existing alignment of Coso Road. The reason for using the other funds is to more promptly deliver needed repairs to this roadway and also because a pavement overlay will provide a cost effective solution. The local roads that are part of the West Bishop Resurfacing project have severe transverse cracking where a complete reconstruction is required. Thus it will be a more cost effective use of State funds to deprogram this project and to apply an equivalent amount of funds to the West Bishop Resurfacing project.

The County considered a STIP Amendment to transfer funds from this project to a West Bishop Resurfacing Project. This was withdrawn after receiving feedback from Caltrans staff that they would recommend denial because of the timing of the STIP amendment and the approaching 2012 STIP cycle. Caltrans staff encouraged the County to transfer funds between these projects as part of its 2012 RTIP. Therefore, the County is proposing to deprogram the Gill Station – Coso Road Rehabilitation project and to apply an equivalent amount of funds to the West Bishop Resurfacing project. The proposed programming for Gill Station – Coso Road is shown below.

<b>Gill Station – Coso Road Rehabilitation</b>				
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015
E & P (PA & ED)	-\$150,000			
PS & E			-\$172,000	
CON				-\$2,700,000
<b>Total</b>				<b>-\$3,022,000</b>

**West Bishop Improvement Project:** Those funds programmed on Gill Station – Coso Road are being transferred to the West Bishop Improvement project. This project is located in an unincorporated area of West Bishop on Pa Me Lane and on up to ten additional residential streets in the neighboring area. These roadways suffer from severe transverse cracks. The project will reconstruct the existing roadways, grinding the existing surfaces, and repaving the entire roadway. It was determined by the County that a pavement overlay on these roadways would not be a cost effective way to treat the current roadway conditions. As a result, staff is proposing to program this project as part of the 2012 RTIP cycle. The new proposed scope includes 3 miles of roads including Pa Me Lane; Sunset Subdivision roads (Sunset Drive, Snow Circle, Sundown Circle, Summer Haze Circle, Leisure Circle, and Autumn Leaves Circle) Irene Way, Carol Lane, Sierra Vista Way, and Glenbrook Way. The program amount equals the amount deprogrammed from the Gill Station – Coso Road Rehabilitation project.

<b>West Bishop Resurfacing</b>						
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)		\$15,000				
PS & E			\$122,000			
CON				\$2,885,000		
<b>Total</b>						<b>\$3,022,000</b>

**Nine Mile Canyon Road Stage 2:** This project was originally designed to install guardrail and to widen a narrow portion of the roadway to allow for two-way traffic. Since then, Inyo County received a Highway Safety Improvement Program grant to install approximately 7,000 feet of guardrail on Nine Mile Canyon Road. It is anticipated that the road widening portion of the project will be problematic and quite costly because of steep slopes. Given the amount and types of funding Inyo County is receiving for roadway improvement, the County has deprogrammed this project.

<b>Nine Mile Canyon Phase II</b>				
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015
E & P (PA & ED)	-\$100,000			
PS & E				
CON				
<b>Total</b>				<b>-\$100,000</b>

**Independence Town Rehabilitation Project:** The proposed project will reconstruct approximately 2.0 miles of existing roads in the town of Independence. There is a \$100,000 cost increase in the CON phase of the project and the additional CON funding is being programmed in 2012/2013 to reflect the availability of funds.

The construction cost increase for this project will allow for extra costs related to the installation of ADA accessible curb ramps. County staff did not figure the curb ramp costs in the initial scope. Though Independence does not have sidewalks on every street, there are just enough sections of sidewalk to increase the project cost. The increased cost will let the County complete the project as it is currently scoped.

<b>Independence 5-Road Town Rehabilitation</b>							
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	Total
E & P (PA & ED)	\$25,000						
PS & E	\$100,000						
CON	\$885,000	\$100,000					\$985,000
							<b>Total \$ 1,110,000</b>

## **CITY OF BISHOP**

The City of Bishop has requested programming to complete existing projects carried over from the existing STIP. No new funds for local streets and road projects are being requested for the 2012 STIP. The primary focus for the City of Bishop is to complete previously programmed project components. The requested programming is shown below:

**Warren Street Improvements:** The currently programmed project will reconstruct Warren Street from West South Street to dead end near West Elm Street in the City of Bishop and complete various roadway improvements. The program years and amounts are not being changed.

<b>Warren Street Improvements</b>						
<b>City of Bishop</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)	\$144,000					
PS & E		\$144,000				
CON			\$2,142,000			
						<b>Total \$ 2,430,000</b>

## PLANNING, PROGRAMMING, AND MONITORING FUNDS

The program amounts to Plan, Program, and Monitor (PPM) correspond with the amount of funds available to the Inyo County Local Transportation Commission as set forth in the Fund Estimate for the 2012 STIP cycle. The requested programming change is described below:

**STIP Planning, Programming, and Monitoring:** Provide planning, programming, and monitoring services for the development of the Inyo County STIP and planning services for the development and implementation of the ICLTC Overall Work Program. For the first three years of the STIP cycle, the entire amount of \$710,000 available to the Inyo County Local Transportation Commission in the fund estimate is being programmed. The funding amount will peak in 2014-2015 when updates to the Regional Transportation Plan and the Coordinated Transit Plan will be required. There is \$281,000 available to the Inyo County Local Transportation Commission in the last two years of the cycle. The full funding amount is being programmed for these two years and for the entire STIP cycle.

<b>Planning, Programming, and Monitoring</b>					
<b>ICLTC</b>	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Planning, Programming, and Monitoring	\$120,000	\$200,000	\$390,000	\$140,000	\$141,000
					<b>Total \$ 991,000</b>

**TRANSPORTATION ENHANCEMENT (TE) PROJECTS**

Using the new capacity provided in the 2012 STIP, there is \$1,204,000 in TE capacity available for programming. Five TE projects have been identified for additional programming as a part of this RTIP. Three of the projects are existing projects that will receive cost increases and two of the projects are new projects. The entire TE capacity is being programmed. The projects are described below:

**Eastern Sierra Scenic Byway Visitor Center:** This County project will construct a tourist visitor center for Eastern Sierra Scenic Byway in Dehy Park, in the community of Independence. The environmental document was recently completed with SHPO approval. The design component fell out of the 2010 STIP. Given the STIP guidelines, this component could not be reprogrammed until the 2012 RTIP and STIP cycle. The design component of \$150,000 is being programmed in 2012-2013 and the construction component of \$650,000 is being moved forward to 2013/2014. Since environmental issues at the project site have been resolved, the County would like to deliver this project as quickly as possible.

<b>Eastern Sierra Scenic Byway Visitor Center</b>						
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)	Complete					
PS & E		\$150,000				
CON			\$650,000			
						<b>Total \$ 800,000</b>

**Ed Powers Bicycle Lanes:** This County project will construct approximately 1.4 miles of 4-foot wide Class III bicycle lanes along the portion of Ed Powers Road from its intersection with Red Hill to the roads northern terminus at an intersection with U.S. Highway 395. The program years and program amounts are not being changed as part of the 2012 RTIP.

<b>Ed Powers Bicycle Lanes</b>						
<b>County of Inyo</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)		\$10,000				
PS & E			\$50,000			
CON				\$463,000		
						<b>Total \$ 523,000</b>

**Sunland Drive Bicycle Lanes:** This County project will construct approximately 3.8 miles of 4-foot wide Class III bicycle lanes along the entire length of Sunland Drive. The programming of this project is being combined with the South Bishop Resurfacing STIP project. The program years and program amounts are not being changed as part of the 2012 RTIP.

**Seibu to School Bike Path:** This City of Bishop project will construct approximately 2400 feet of Class I bike path between Seibu Lane on the Bishop Paiute Tribe Reservation and Keoughs Street in the City of Bishop. The environmental process has shown that an alternate alignment is preferable. The program years and amounts for this project will not change as part of the 2012 RTIP.

**Pine to Park Path:** This City of Bishop project will construct approximately 1000 feet of paved path between East Pine Street and the Bishop City Park in the City of Bishop. The Design and Right of Way

components fell out of the 2010 STIP. Given the STIP guidelines, this component could not be reprogrammed until the 2012 RTIP and STIP cycle. The Right of Way phase has been eliminated. The Design phase will be programmed in 2012-2013. To correspond with the scheduling of the Design phase, the Construction component is being moved from 2012/2013 to 2013/2014.

<b>Pine to Park Path</b>						
<b>City of Bishop</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)						
PS & E		\$22,000				
CON			\$190,000			
						<b>Total \$ 212,000</b>

**TE Reserve:** The result of the TE Call for Projects and following evaluation is that \$210,000 will not be programmed on a specific project at this time. Eligible TE applicants will be able to request all or part of this funding through a competitive evaluation and future STIP amendment(s).

<b>TE Reserve</b>						
<b>Inyo County LTC</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
E & P (PA & ED)						
PS & E						
CON				\$210,000		
						<b>Total \$ 210,000</b>

## STATE PROJECT

**West Line Street (State Route 168) Sidewalk:** This multi-jurisdictional project will construct approximately  $\frac{3}{4}$  of mile of 6 feet sidewalk, curb, and gutter on the north side of West Line Street (State Route 168). The total project cost is being increased by \$299,000 to a total of \$1,376,000. The PA & ED component is being increased from \$109,000 to \$143,000. The design component is being increased from \$81,000 to \$260,000. The R/W Support component is being increased from \$30,000 to \$48,000. The Construction Support component is being increased from \$112,000 to \$171,000 and the programming is being moved out from 2013/2014 to 2014/2015. A new R/W Capital component is being programmed in the amount of \$88,000 in program year 2012/2013. The Construction component is being decreased from \$745,000 to \$666,000 and the programming is being moved out from 2013/2014 to 2014/2015.

<b>West Line Street (State Route 168)</b>							
<b>State</b>	Prior	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	Total
E & P (PA & ED)	\$109,000	\$34,000					\$143,000
PS & E		\$260,000					\$260,000
R/W SUP		\$48,000					\$48,000
CON SUP				\$171,000			\$171,000
R/W		\$88,000					\$88,000
CON				\$666,000			\$666,000
							<b>Total \$ 1,376,000</b>

**INYO COUNTY STIP SHARES, 2012 STIP**  
(Numbers in 1,000s)

**State of California Projects**

Olancha/Cartago Four-Lane Project	\$ 0
Freeman Gulch Four-Lane Project Segment 1	<u>\$ 3,109</u>
Freeman Gulch Four-Lane Project Segment 2	<u>\$ 3,258</u>
West Line Street Sidewalk (RIP TE)	See last page for TE
<b>Total State of California Projects</b>	<b>\$ 6,367</b>

**Inyo County Projects**

South Bishop Resurfacing	\$ 0
Gill Station – Coso Road Reconstruction	<b>- \$ 3,022</b>
West Bishop Resurfacing Project	\$ 3,022
Independence Town Rehabilitation	\$ 100
<u>Nine Mile Canyon Road Stage 2</u>	<b><u>- \$ 100</u></b>
<b>Total Inyo County Projects</b>	<b>\$ 0</b>

**City of Bishop Projects**

<u>Warren Street Improvements</u>	<u>\$ 0</u>
<b>Total City of Bishop Projects</b>	<b>\$ 0</b>

**Combined State and Local Projects**

Total Programmed - State and Local:	<u>\$ 6,367</u>
ICLTC Formula Distribution:	<u>\$ 12,793</u>
Reserve Total (set aside for Olancha-Cartago):	<u>\$ 6,426</u>

**Inyo County Local Transportation Commission Projects**

Total Programmed - Project Planning, Programming, and Monitoring:	<u>\$ 991</u>
ICLTC Formula Distribution:	<u>\$ 991</u>
Reserve Total	<u>\$ 0</u>

**INYO COUNTY TE SHARES, 2012 STIP**  
(Numbers in 1,000s)

**TE Projects**

Eastern Sierra Scenic Byway Visitor Center (County)	\$ 150
Pine to Park Path (City)	<u>\$ 22</u>
Seibu to School Bike Path (City)	\$ 0
West Line Street Sidewalk (State)	<u>\$ 299</u>
Sunland Drive Bicycle Lanes (County)	<u>\$ 0</u>
Ed Powers Bicycle Lanes (County)	<u>\$ 523</u>
TE Reserve (Inyo County LTC)	<u>\$ 210</u>

**TOTAL:** **\$ 1,204**