



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Clint Quilter
Executive Director

February 25, 2016

Attention: Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Inyo County Local Transportation Commission (LTC) Revised 2016 Regional Transportation Improvement Program (RTIP) submittal

Mr. Kempton:

The Inyo County Local Transportation Commission approved a revised 2016 RTIP on February 17, 2016. Enclosed is the Revised RTIP and accompanying documents. The RTIP was created in accordance with the Revised STIP Guidelines. The Inyo County LTC has entered into MOU partnerships with the Kern Council of Governments and Mono County LTC to leverage IIP funds. The revised draft ITIP rescinds components of four MOU partnership projects: US 395 Olancho-Cartago four lane expressway, the Freeman Gulch Widening Segment 1, and the Freeman Gulch Segment 2, and the US 395 widening project near Victorville in San Bernardino County. The rescission of these projects results in the majority of Inyo County RIP shares being deprogrammed from the STIP. The amount of funds being rescinded vastly exceeds the deletion targets set forth in the Revised STIP Guidelines. In response to this rescission the Inyo LTC RTIP requests the CTC to use Inyo County LTC in addition to Mono County LTC RIP shares to cover the funds for the construction component of the Freeman Gulch Segment 1 project. Additionally, the RTIP proposes to program a local road project to leverage Federal funds.

The STIP approval resolution should note the removal of these projects and state that to the extent it is feasible to prioritize the reprogramming of these projects as soon as feasible. The MOU partnerships between the Inyo County LTC, Mono County LTC, and Kern Council of Governments, and / or Sam Bernardino Associated Governments have been in existence since 1998 and 2000 and are a model of cooperation to help move forward improvements on the State Highway System. The deprogramming of the IIP funds for these projects has endangered the MOU partnerships and provides a challenge to moving forward.

Inyo County LTC agrees to use Inyo County RIP shares in place of IIP and Kern County RIP shares on construction for Freeman Gulch Segment 1. Our understanding is that Mono County LTC is also willing to use their RIP proportionately to bring this project to completion. It is our hope that a STIP Amendment can be processed before the next STIP cycle to have Kern COG fund the RIP shares for this project. We also request that the CTC honor the MOU commitment to the State Highway System and refund deleted Freeman Gulch Segment 1 IIP shares to Inyo and Mono County LTC's on MOU projects in future ITIP funding cycles.

Even after forwarding funds for the completion of Freeman Gulch Segment 1, the Inyo County LTC is far in excess of its deletion targets. The Inyo County LTC has programmed a new local road project - the South Lake

Road Reconstruction project. In 2015, Inyo County received a competitive Federal Lands Access Program grant to reconstruct South Lake Road dependent on the County providing a 12.0% match. The \$1.481 million of State only funds programmed for this project leverage \$10.857 million in federal funding that is not part of the STIP. The County would not be able to proceed with this project if it did not receive the matching funds through the STIP. The Inyo County LTC initially chose to not program the project as part of the 2016 RTIP and to chance programming the project in the 2018 RTIP. Construction is planned for this project in FY 2018-2019. The flaw with this strategy is that new funds are usually only available in the latter years of a STIP cycle. With the MOU projects being pushed out of this STIP funding cycle, the LTC would like to make sure that the County is able to deliver this project.

If you have any questions or concerns regarding this request, please don't hesitate to contact Transportation Planner Courtney Smith or me at (760) 878-0201.

Sincerely,

-S-

Clint Quilter
Executive Director

Attachments: Five copies of the Inyo County LTC Revised 2016 RTIP

Cc: Kurt Scherzinger, Office Chief, OCIP (two copies of the Revised RTIP)
Brent Green, Director, Caltrans District 9 (one copy of the Revised RTIP)

INYO COUNTY LOCAL TRANSPORTATION COMMISSION
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**REVISED
2016 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2016 RTIP)
REGIONAL AGENCY TEMPLATE**

Table of Contents

	<u>Page Number</u>
A. <u>Overview and Schedule</u>	
Section 1. Cover Letter & Executive Summary.....	1
Section 2. General Information.....	1
Section 3. Background of Regional Transportation Improvement Program....	2
Section 4. Completion of Prior RTIP Projects.....	3
Section 5. RTIP Outreach and Participation.....	4
B. <u>2016 STIP Regional Funding Request</u>	
Section 6. 2016 STIP Regional Share and Request for Programming.....	5
Section 7. Outside Funding Sources included in RTIP.....	7
Section 8. Interregional Improvement Program Funding	8
Section 9. Projects Planned Within the Corridor.....	8
C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation.....	8
Section 11. Regional and Statewide Benefits of RTIP.....	13
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of the RTIP.....	13
Section 13. Project Specific Evaluation.....	15
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with Regional Funding.....	15
F. <u>Appendices</u>	
Section 15. Projects Programming Request Forms	
Section 16. Board Resolution or Board Documentation of RTIP Approval	
Section 17. Documentation on Coordination with Caltrans District (Optional)	
Section 18. Detailed Project Programming Summary Table	
Section 19. Alternative Delivery Methods (Optional)	
Section 20. Additional Appendices (Optional)	

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary

Insert cover letter and executive summary narrative in the text field below.

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Section 2. General Information

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

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

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

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

- **Executive Director or Chief Executive Officer Contact Information**

Name Clint Quilter
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- **RTIP Staff Contact Information**

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

Name	Laurel Janssen	Title	Click here to enter text.
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City/State	Sacramento, CA		
Zip Code	95814		
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

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

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

Historical Perspective

The Inyo County Local Transportation Commission (ICLTC) has historically placed an emphasis on completing four-lane projects on US 395 and State Route 14. To further this goal, the ICLTC has entered into multiple MOU partnerships with Mono County Local Transportation Commission, Kern Council of Governments, and San Bernardino Associated Governments to leverage Interregional Transportation Improvement Program funds. The ICLTC has partnered with multiple Caltrans Districts to realize this goal. In past cycles the ICLTC has had the following priorities in submitting the RTIP: 1) funding, or setting aside, funding for MOU projects on the State Highway System, 2) cost increases projects programmed in prior cycles, 3) completing local projects, and 4) programming new local projects.

The emphasis on MOU projects has meant that local government entities have had almost no new local projects since the 2006 STIP Augmentation. The City of Bishop and County of Inyo have both switched funds to different projects as local priorities have changed. Additionally, each agency programmed some cost increases for 2006 STIP Augmentation projects in later program cycles.

Current Approach

The draft ITIP recommends rescission of the funding currently in the STIP for Olancho-Cartago, two segments of Freeman Gulch in Kern and a Route 395 Widening project in San Bernardino. The rescission of these projects means that the Inyo LTC, Mono LTC, and Kern COG are far exceeding their STIP share deletion targets. The Inyo LTC has thus reduced its share balance by around \$45 million.

The Inyo County LTC is moving forward a proposal by Caltrans District 9 and the Mono County LTC to keep the construction component of Freeman Gulch Segment 1 programmed using Inyo and Mono County LTC controlled RIP funds instead of ITIP funds and Kern COG funds.

A new local project is proposed as part of the revised RTIP. This project is the South Lake Road Reconstruction project. The South Lake Road Reconstruction project leverage \$10,857,088 million in federal funding that is not part of the STIP. The County would not be able to proceed with this project if it did not receive the matching funds through the STIP. The Inyo County LTC initially chose to not program the project as part of the 2016 RTIP and to chance programming the project in the 2018 RTIP. Construction is planned for this project in FY 2018-2019. The flaw with this strategy is that new funds are usually only available in the latter years of a STIP cycle. With the MOU projects being pushed out of this STIP funding cycle, the LTC would like to make sure that the County is able to leverage these additional federal funds that would be lost if matching funds can't be found. Additionally the RTIP moves programming for the construction of a City of Bishop bicycle project out one year to allow for the resolution of right of way negotiations.

Future Approach

A priority in the next cycle with additional program capacity will be for the City and County to initiate new road construction projects. In addition, the Inyo County LTC will continue to work to move forward the programming of MOU projects on the State Highway.

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

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

Projects completed since the 2014 RTIP was submitted by the ICLTC include: South Bishop Resurfacing, Sunland Drive Bicycle Lanes, Independence Town Rehabilitation, & the Warren Street Phase I project

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
South Bishop Resurfacing Project, County of Inyo, CA	Reconstruction of rural roadways	System Preservation, Safety
Independence Town Rehabilitation Project	Reconstruction of streets inside the townsite of Independence	System Preservation
Warren Street Phase I, City of Bishop	Reconstruction of City street, addition of bulb outs and landscape features	System Preservation, Complete Streets; ADA Compliance, Safety
Sunland Drive Bicycle Lanes, County of Inyo	Construct Class II bicycle lanes	Safety, Multi Modal

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Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

Revised Timeline for 2016 STIP	
California Transportation Commission (CTC) adopts Revised Fund Estimate	January 20-21, 2016
Inyo County LTC submits adopted RTIP	February 26, 2016
Caltrans submits final Interregional Program (ITIP)	February 26, 2016
CTC South State hearing	March 17, 2016
CTC publishes staff recommendations	April 22, 2016
CTC adopts STIP	May 18-19, 2016

B. Public Participation/Project Selection Process

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

Given the 2016 STIP Fund Estimate, the public participation process was limited to the RTIP public hearing. In December 2014, Inyo County submitted a Federal Lands Access Program grant application for the South Lake Road Reconstruction project and asked the ICLTC to program the project’s required match. The ICLTC, at a public hearing part of their December 2014 meeting, agreed to program the project match as part of the 2016 RTIP. The LTC held a public hearing to consider the submittal of this revised RTIP at its February 17, 2016 meeting. This is a competitive grant. The programming amount of \$1.481 million will serve as a State-only match to leverage \$10,857,088 in federal funding that is not part of the regular STIP funding sources. If the matching funds were not programmed, the County would not be able to continue with the project.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 9

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

Inyo County LTC staff received a letter in early September 2015 detailing Caltrans District 9's needs on the State Highway. LTC staff also discussed the upcoming STIP cycle at two meetings with the Eastern California Transportation Planning Partnership. This group includes staff from Mono County LTC, Kern Council of Governmental, San Bernardino Association of Governments, Caltrans District 6 and Caltrans District 9. There was general consensus to move forward with additional funding on the State Highway for MOU projects when new funding is available. Although the MOU partnerships are not able to bring new programming forth in this cycle, the Inyo County LTC is committed to the completion of MOU projects currently programmed (US 395 Olancho-Cartago and SR 14 Freeman Gulch Segments 1 & 2) and MOU projects that require future funding (SR 14 Freeman Gulch Segments 2 & 3, US 395 Inyokern, and a future project in Mono County on US 395 or SR 120). Since the revised STIP Guidelines have been released and the draft ITIP regulations were released it became apparent that all of the currently programmed components of MOU projects will be rescinded. Caltrans District 9 staff has led an effort to try and use Inyo and Mono County LTC funds to keep the Freeman Gulch Segment 1 project still programmed because of cost savings elsewhere.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

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

The Inyo County LTC, Mono County LTC and Kern COG are requesting that the CTC consider the Inyo County LTC, Mono County LTC, and Kern COG deletion targets as a regional share. The total of funds rescinded between the three agencies easily meets the STIP share fund deletion targets. The reason for doing this is so that these three agencies can keep construction programmed for the Freeman Gulch Segment 1 four lane project. Of the four current MOU projects, Freeman Gulch Segment 1 is the top priority in this STIP cycle.

Agency	Reduction (\$1,000s)
Inyo County LTC	-5,407
Kern COG	-19,863
Mono County LTC	-4,017

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

Project Name and Location	Project Description	Requested RIP Amount (1,000s)
Freeman Gulch Segment 1 (Kern)	Construct four lane project on SR 14	\$19,906
Olancha-Cartago four lane	Construct four lane gap closure project on US 395	-\$35,400
Freeman Gulch Segment 2 (Kern)	Construct four lane project on SR 14	-\$2,898
Seibu to School Bike Path	Construct bike path between Bishop area schools and Bishop Reservation	480 of existing programming moved from 16-17 to 17-18 program year
South Lake Road Reconstruction	Reconstruct 6.9 miles of South Lake Rd and add 2.1 miles of Class III bike lanes	\$1,481
US 395 Widening Project	Environmental study for future alignment of US 395 in Victor Valley	-\$1,319

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Insert information in the table below.

The programming, including ITIP funds, is being rescinded for the Olancha-Cartago project on US 395 and the Freeman Gulch Segment 2 project on SR 14. On Freeman Gulch Segment 1 the ITIP funds are being rescinded. Kern COG, Inyo LTC, and Mono LTC are contributing additional RIP funds to move the construction component forward in this STIP cycle.

Proposed Revised 2016 RTIP	Total RTIP	Other Funding (\$1,000s)					Total Project Cost (\$1,000s)
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Olancha-Cartago 4-lane Expressway (RIP 40%)	- 35,400	-35,400		-8,500 (Kern COG)	-8,850 (Mono LTC)		- 88,500
Olancha-Cartago Archaeological Pre-Mitigation	2,000	2,000		500 (Kern COG)	500 (Mono LTC)		5,000
Kern, Freeman Gulch widening, Seg. 1	20,377	-12,435		-12,435 (Kern COG)	6,651 (Mono LTC)		49,088
Kern, Freeman Gulch widening, Seg. 2	-2,898	-9,132			-2,898 (Mono LTC)		-13,698
San Bernardino Route 395 Widening	-1,319	-1,319					-1,319
South Lake Road Reconstruction Project State Only Match	1,481			10,857 (FLAP grant)			12,338
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: ICLTC and Mono County LTC contributed 30% to the preliminary components of the Freeman Gulch Widening Segment 2 to keep the project moving. ICLTC & Mono County LTC will contribute Kern COG’s portion of RIP funding on Segment 1.

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

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

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

The ICLTC has participated in MOUs on the State Highway System with Kern Council of Governments, the Mono County Local Transportation Commission, and San Bernardino Associated Governments. The partners agree to move forward with additional funding on the State Highway for MOU projects when new funding is available. Although the MOU partnerships are not able to bring new programming forth in this cycle, the Inyo County LTC is committed to the completion of MOU projects currently programmed (US 395 Olancho-Cartago and SR 14 Freeman Gulch Segments 1 & 2) and MOU projects that require future funding (SR 14 Freeman Gulch Segments 2 & 3, US 395 Inyokern, and a future project in Mono County on US 395 or SR 120).

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

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

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

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

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

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

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

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

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

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

The ICLTC 2016 RTIP furthers goals set forth in the 2015 Inyo County Regional Transportation Plan. Specifically, General Plan Objective 3.1 states "Widen U.S. 395 to 4-lanes. Provide a 4-lane facility for U.S. 395 in Inyo County by the year 2020." Objective 3.4 reads "Provide a 4-lane facility for U.S. 395 and CA 14 between Southern California population centers and Inyo County." The MOU projects currently programmed in the STIP clearly implement these goals to improve US 395 and SR 14 to a four-lane facility.

The RTIP further meet goals set forth in the RTP. The RTP sets forth Policy 2.4.1 which states "Maximize State and Federal Funds. Pursue all means to maximize state and federal funds." The South Lake Road Reconstruction project will allow Inyo County to leverage \$10.857 million in federal funds not part of the STIP.

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

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

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

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

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

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

- Identify any and all deficiencies encountered in as much detail as possible

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

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Section 11. Regional and Statewide Benefits of RTIP

		Table B2(a) Evaluation					
		Rural Specific Cost Effectiveness Indicators and Measures					
Goal	Indicator/Measure	Current System Performance - Olancha (2014)	Projected Performance - Olancha(2035)		Current System Performance - Freeman Gulch(2014)	Projected Performance - Freeman Gulch (2035)	
		2014	No Build	Build	2014	No Build	Build
Congestion/ Delay/ VMT	Change in VMT	69300	76952	76952	20200	22430	22430
	Change in peak volumes / capacity ratio	0.51	0.57	.015	0.38	0.41	0.10
	Change in delay (Percent Time Spent Following)	83.0 PTSF	85.8 PTSF	0 PTSF	75.8 PTSF	78.0 PTSF	0 PTSF
Mode Share/Split	Change in Mode Share/Split	N/A	N/A	N/A	N/A	N/A	N/A
Safety	Change in accident cost per VMT	\$505.49	\$560.36	\$149.85	\$1,062	\$1,178	\$282
Transit	Change in cost per revenue mile	N/A	N/A	N/A	N/A	N/A	N/A
Infrastructure Condition	Change percent of distressed lane-miles	11.1%	0.0%	N/A	0.0%	N/A	0.0%
	Change Pavement Condition Index (local streets and roads)	N/A	N/A	N/A	N/A	N/A	N/A
Land Use	Change in percentage of developed land/population	N/A	N/A	N/A	N/A	N/A	N/A

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

Introduction:

In order to demonstrate maximum benefit of the programming requested in this 2016 RTIP, the Inyo County Local Transportation Commission (ICLTC) has evaluated the projects included in this 2016 RTIP, with the purpose of demonstrating how effective the RTIP is in achieving the goals, objectives, and standards that have been established in the Inyo County Regional Transportation Plan (RTP). In addition, the State Transportation Improvement Program (STIP) Guidelines also require the ICLTC to evaluate the projects included in this RTIP against measures of performance and cost effectiveness. For purposes of measuring performance and cost-effectiveness, the STIP Guidelines provide specific criteria with which to evaluate the RTIP.

The Inyo County LTC prepared an RTP Update in September 2015 establishing consistency with provisions required by MAP-21. A list of the relevant goals, objectives, and performance measures included in the Inyo County RTP has also been provided in Attachment 1 to this report.

Systemwide Performance Assessment:

In order to assist regions with measures of performance, the California Transportation Commission 2016 STIP Guidelines included a list of eight standardized performance indicators along with relevant performance measures. As required, the ICLTC has performed a qualitative analysis of its RTIP against each of these performance indicators and performance measures on a systemwide basis. For any given indicator or measure, specific supporting projects have also been noted. The results of this qualitative analysis have been presented in Table 1, Systemwide Performance Assessment, which is attached to this report.

Specific Project Assessment:

In addition to the systemwide assessment, a qualitative evaluation has also been performed for each project included in the 2016 RTIP. This evaluation is essentially the same as for the prior RTIPs when each project was initially programmed. Each project was evaluated for consistency with the standardized performance indicators and the appropriate criteria from Section 19 of the STIP Guidelines, as well as specific performance measures that have been identified in the Inyo County RTP. Each project was also evaluated for consistency with the Inyo County RTP and the specific goals and objectives supported by the project have been identified. This evaluation is presented in Table 2, Specific Project Evaluations, which is also attached to this report.

Conclusion: Based on the qualitative evaluations of the projects in the RTIP against the performance indicators provided by the Commission and the goals and objectives identified in

the Inyo County RTP, the 2016 RTIP is consistent with and effective in achieving the goals and objectives of the Inyo County RTP.

D. Performance and Effectiveness of RTIP

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

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

Project	Performance Indicator	Section 19 Criterion	RTP Performance Measures (PM)	Goals/Objectives of RTP
Olancho / Cartago Four-Lane Expressway	Safety	Reduced vehicle travel time / delay	PM 1A	Goal 1, Objective 1.1
	Mobility	Reduced accidents/fatalities	PM 2A	Goal 2, Objective 2.1
	Reliability	Reduced vehicle / system operating costs	PM 4	Goal 3, Objective 3.1
	Productivity System Preservation	Increased access to markets/commerce Increased passenger, freight, and goods miles		Goal 3, Objective 3.2 Goal 3, Objective 3.4
Freeman Gulch Four-Lane Expressway	Safety	Reduced vehicle travel time / delay	PM 1A	Goal 1, Objective 1.1
	Mobility	Reduced accidents/fatalities	PM 2A	Goal 2, Objective 2.1
	Reliability	Reduced vehicle / system operating costs	PM 4	Goal 3, Objective 3.2
	Productivity System Preservation	Increased access to markets/commerce Increased passenger, freight, and goods miles		
West Bishop Improvements	Safety System Preservation	Reduced accidents / system operating costs	PM 3B	Goal 1, Objective 1.1 Goal 2, Objective 2.1 Goal 3, Objective 3.3
South Lake Road Reconstruction	Safety System Preservation	Reduced accidents / system operating costs	PM 3B	Goal 1, Objective 1.1 Goal 2, Objective 2.1 Goal 3, Objective 3.3
Seibu to School Path	Safety	Reduced accidents	PM 2B	Goal 2, Objective 2.1 Goal 3, Objective 3.3

Performance Indicator	Performance Measure	Projected Impact	Supporting Projects
Safety	Fatalities/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Fatal Collisions/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Injury Collision/VMT	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane West Bishop Improvements Seibu to School Path
	Fatalities / Passenger Mile	N/A	
Mobility	Passenger Hours of Delay	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Peak Period Travel Time	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Non-Peak Period Travel Time	Slight Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
Accessibility	% Population within 1/4 mile	N/A	
Reliability	Travel Time Variability	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	% Vehicles Arriving <5 min. late	N/A	
Productivity	Ave. Peak Period Vehicle Trips	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Daily Vehicle Trips	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Peak Period Vehicle Trips x Occupancy	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Daily Vehicle Trips x Occupancy	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	% Ave. Daily Trips - Trucks	Slight Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Ave. Daily Trips - Trucks	Moderate Increase	Olancha/Cartago Four Lane Freeman Gulch Four Lane
	Passengers / Vehicle Revenue Hour	N/A	
	Passengers / Vehicle Revenue Mile	N/A	
	Passenger Mile / Train Mile	N/A	
Performance Indicator	Performance Measure	Projected Impact	Supporting Projects
System Preservation	Total Distressed Lane Miles	Significant Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane West Bishop Improvements South Lake Road Reconstruction
	% of Distressed Lane Miles	Moderate Reduction	Olancha/Cartago Four Lane Freeman Gulch Four Lane West Bishop Improvements South Lake Road Reconstruction
	% of Roadway IRI	N/A	
Return on Investment	% ROR	N/A	

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

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

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

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

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

Detailed Project Information

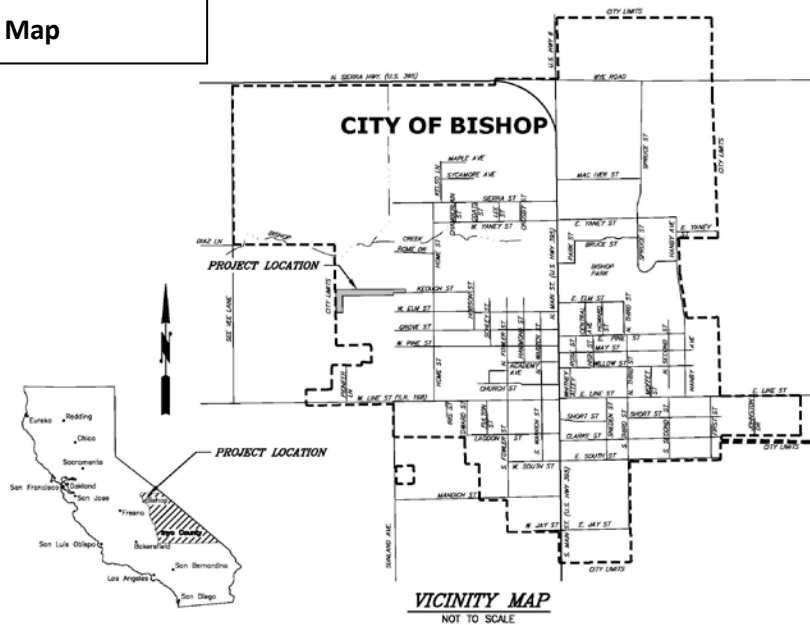
Section 14. Overview of projects programmed with RIP funding

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

Seibu to School Bike Path (PPNO 2599)

In Bishop from Bishop Paiute Reservation boundary near Seibu Lane along west and north boundaries of Bishop elementary schools to Keough Street. Construct 8 foot wide mixed use non motorized path about 1,300 feet long and construct about 275 feet of concrete sidewalk. Proposed path will connect to existing and planned paths on Reservation. The construction component is being pushed out from 2016/2016 to 2017/2018 to provide time for right of way issues to be resolved.

**Seibu to School Bike Path
Vicinity Map**



US 395 - Olancha-Cartago Four-Lane Project

The Inyo County LTC, MOU partners, and the ITIP programmed the construction component of the Olancha-Cartago four-lane project as part of the its 2014 RTIP. The 2016 Draft ITIP shows the project having the same programming as the 2014 STIP.

In 1999, the Inyo County LTC entered into a three party MOU to fund improvements to US 395 and SR 14, including the Olancha-Cartago four-lane project. An update to this MOU was brought forward for consideration earlier at this meeting. The funding for Olancha-Cartago is split with Inyo County LTC contributing 40% to the project, Mono County LTC contributing 10%, the Kern Council of Governments (COG) contributing 10% and the Interregional Improvement Program contributing the remaining 40%. The MOU also included projects in Mono and Kern counties. The MOU funding partners and the State programmed their share to the Olancha-Cartago project in the 2014 STIP.

The most current Project Programming Request (PPR) forms are attached for Olancha-Cartago four-lane and the Olancha-Cartago four-lane Archaeological Pre-Mitigation projects.

SR 14 - 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. The Inyo County LTC, in partnership with Caltrans District 9 and the Mono County LTC are proposing to program additional RIP funds to bring this project to completion. The IIP programming for this project has been proposed for rescission due to an ITIP funding shortfall.

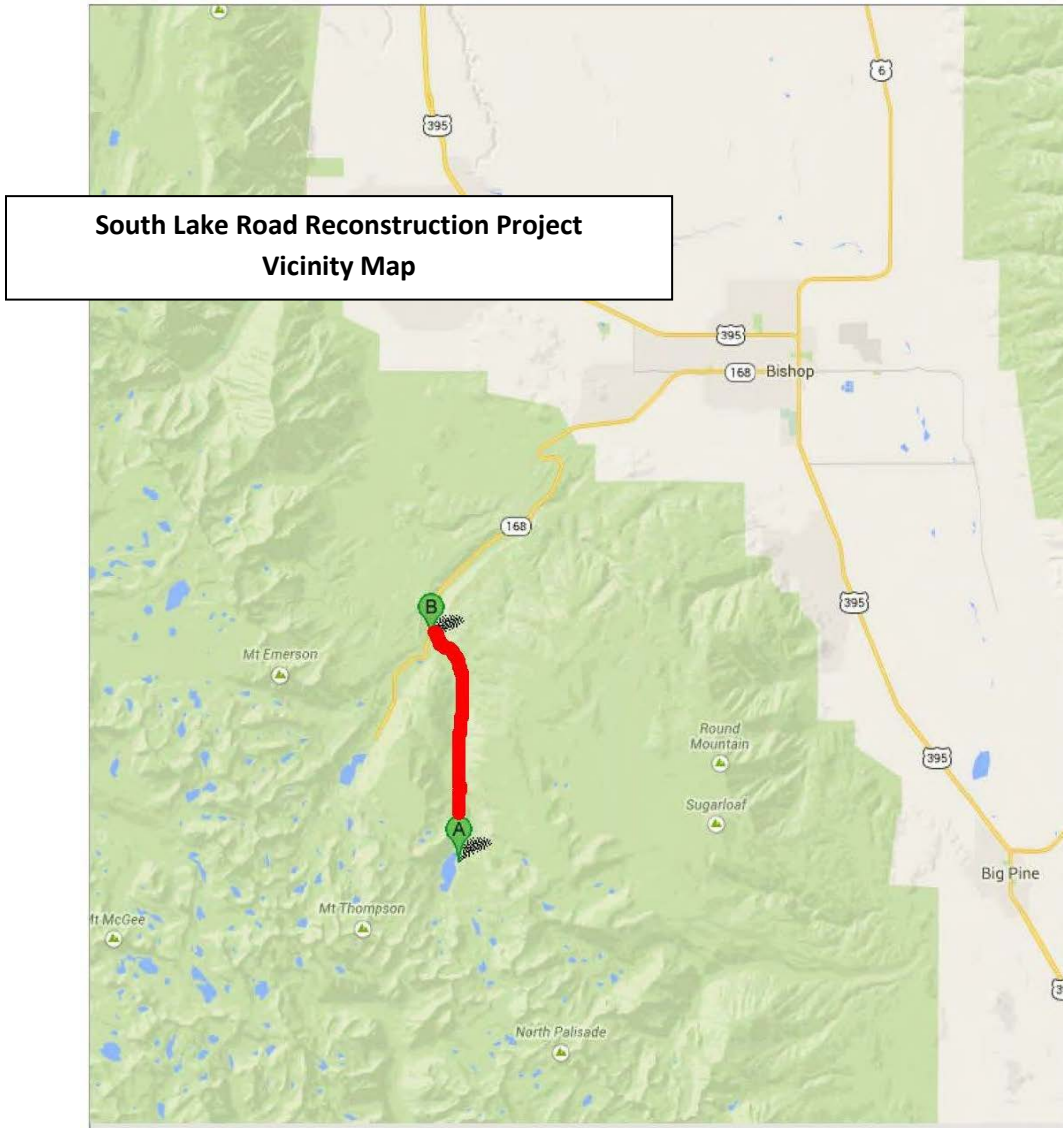
The Inyo County LTC and Mono County LTC propose to use RIP funds to keep construction programmed, since the IIP funds are slated for rescission from the ITIP. It is requested that the State honor the regional commitment to Freeman Gulch Segment 1 and restore these IIP funds to the Inyo and Mono County LTC's in future STIP cycles.

In addition, Inyo and Mono LTC propose to program additional RIP funds in place of Kern COG's RIP shares to make construction for this project whole and ready for construction. It is hoped that Kern COG will be able to return these RIP funds to Inyo and Mono via a STIP Amendment before the next STIP cycle. There is a concern that the repayment of these funds, in addition to MOU obligations on US 395 Olancho-Cartago will force Kern COG to void MOU partnership(s) in future cycles. That being said, the completion of Freeman Gulch Segment 1 is a top priority for the Inyo County LTC in this revised RTIP.

SR 14 - 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. In the 2012 STIP, the Inyo County LTC funded in excess of its usual share on Design and Right of Way to keep this project moving while Kern COG had higher priorities elsewhere. The ITIP programming for this project in FY 2015-2016 was rescinded. PS & E sunk costs are shown. Programming on the remainder of PS & E and Right of Way components has been deleted.

US 395 – San Bernardino County Widening: In Victorville (San Bernardino County) from 1.8 miles south of Desert Flower Road to 0.5 miles south of Framington Road. Environmental study only. PA & ED sunk costs are shown. Delete remaining PA & ED programming.

South Lake Road Reconstruction Project: South Lake Rd is in Inyo County app. 15 miles SW of Bishop. The route starts at the intersection with SR 168 and continues 6.9 miles to South Lake. This project provides for the State-only match for a competitive Federal Lands Access Program grant. The purpose of this project is to improve and widen South Lake Road and provide safety enhancements including signing, and striping, The roadway widening will accommodate a Class II bike lane for alternative transportation options in the 2.1 lower miles of the project.



E. Appendices

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

- **Plan, Program, & Monitor** (Inyo County LTC – this has been changed from the initial RTIP submittal to not show funds programmed in 19-20 & 20-21)
- **Seibu to School Bike Path** (City of Bishop)
- **South Lake Road Reconstruction Project** (Inyo County project aimed to provide a State-only match to the competitive Federal Lands Access Program)

- **US 395 - Olancho-Cartago four lane expressway** (Construction funds proposed for rescission and to be programmed in a year not covered by this STIP cycle)
- **Freeman Gulch Segment 1** (Kern COG)
- **Freeman Gulch Segment 2** (Kern COG – PS & E sunk costs shown. Delete remaining R/W and R/W supports programming)
- **US 395 – Route 395 Widening** (SANBAG – PA & ED sunk costs shown. Delete remaining PA & ED programming)

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Board Resolution No. 2016-02

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

September 11, 2015 letter from Caltrans District 9 to Inyo County LTC

Section 18. Detailed Project Programming Summary Table (Optional)

Table 1 and Table 2 attached show proposed programming on State Highway System MOU projects

Section 19. Alternative Delivery Methods (Optional)

N/A

Section 20. Add any additional appendices below.

Inyo County LTC staff report for February 17, 2016 meeting

Section 15

Project Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	2/26/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09		0914000059	1010			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY				Inyo County Local Transportation Commission		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Courtney Smith		(760)878-0201		csmith@inyocounty.us		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	Inyo County Local Transportation Commission					
Purpose and Need						
Continued administration of Overall Work Program and STIP activities.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY			0914000059	1010	

SECTION 1 - All Projects**Project Background**

--

Programming Change Requested

PPM Programming not currently shown in FYs 19-20 and 20-21

Reason for Proposed Change

For continued RTIP and STIP development

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

--

Other Significant Information

--

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
Courtney Smith		Transportation Planner	18-Nov-15

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	2/26/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09	10920	0900000203	2569			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY				Bishop, City of		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
David Grah		(760)873-8458		davegrah@ca-bishop.us		
Project Title						
Seibu to School Bike Path						
Location, Project Limits, Description, Scope of Work						
In Bishop Paiute Reservation and Bishop, from the east end of Seibu Lane to the north side of Elm and Pine Elementary Schools, with connection to Keough Street. Construct Class I bike path.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Bishop, City of					
PS&E	Bishop, City of					
Right of Way	Bishop, City of					
Construction	Bishop, City of					
Purpose and Need						
The Class 1 bike path will link the residential neighborhood portion of the Bishop Paiute Reservation with Keough Street. There is currently a trail that leads straight into the school grounds. The new path will bypass the school.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY		10920	0900000203	2569	

SECTION 1 - All Projects**Project Background**

--

Programming Change Requested

Move Construction forward from 2016-2017 to 2017-2018

--

Reason for Proposed Change

To allow adequate time for resolution of Right of Way issues

--

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

1) The reason for the delay is to allow time for resolution of Right of Way issues. Project is otherwise ready to deliver. 2) No cost increase is proposed. 3) N/A

--

Other Significant Information

--

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	2/26/16
District	EA	Project ID		PPNO	MPO ID	TCRP No.
09				2618		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY	South Lake Rd			Inyo County		
				MPO	Element	
				MTC		
Project Manager/Contact		Phone		E-mail Address		
Chantel Brown		760.878.0204		cbrown@inyocounty.us		
Project Title						
South Lake Road Reconstruction Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
South Lake Rd is in Inyo County app. 15 miles SW of Bishop. The route starts at the intersection with SR 168 and continues 6.9 miles to South Lake. This project provides for the State-only match for a Federal Lands Access Program grant.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Inyo County, FHWA					
PS&E	Inyo County, FHWA					
Right of Way	Inyo County, FHWA					
Construction	Inyo County, FHWA					
Purpose and Need						<input type="checkbox"/> See page 2
The purpose of this project is to improve and widen South Lake Road and provide safety enhancements including signing, and striping, The roadway widening will accommodate a Class II bike lane for alternative transportation options in the 2.1 lower miles of the project.						
Project Benefits						<input type="checkbox"/> See page 2
The project will provide overall improved access to Bishop Creek Canyon. The project involved Inyo County applying for and being granted a competitive Federal Lands Access Program grant. The project serves as a State-only match for an FHWA project and leverages \$10.8 million of FHWA administered funding.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	ND/CE	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						07/31/16
End Design Phase (Ready to List for Advertisement Milestone)						07/31/16
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						12/31/18
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/20
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 2/26/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY	South Lake Rd			2618	
Project Title: South Lake Road Reconstruction Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E		1,045						1,045	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				11,293				11,293	
TOTAL		1,045		11,293				12,338	

Fund No. 1:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Inyo County LTC
PS&E		112						112	State-Only Match for Federal Lands Access Program project
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,369				1,369	
TOTAL		112		1,369				1,481	

Fund No. 2:	FHWA - Federal Lands Access Program grant								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									FHWA
PS&E		933						933	Federal Lands Access Program grant
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				9,924				9,924	
TOTAL		933		9,924				10,857	

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	2/25/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09	21340	0900000030	0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY	395	29.2	41.8	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Cedrik Zemitis		(760)872-5250		cedrik.zemitis@dot.ca.gov		
Project Title						
Olancha and Cartago Expressway						
Location, Project Limits, Description, Scope of Work						
Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Widen 2 lane conventional highway to 4 lane expressway.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
The existing 2-lane highway is not adequate to meet current and future demand and addresses critical safety problems due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and potential intersection improvements that would improve pedestrian and bicycle mobility. There is a need to update the highway to a 4-lane expressway.						
Project Benefits						
The project benefits will include numerous multi-modal improvements, Ped/Bike improvements, and safety improvements. The improvements support a growing economy, improve livability in the region.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/01/11	
Begin Design (PS&E) Phase					08/01/11	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/13	
Begin Right of Way Phase					06/01/12	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/14	
Begin Construction Phase (Contract Award Milestone)					07/01/14	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/17	
Begin Closeout Phase					01/01/19	
End Closeout Phase (Closeout Report)					02/01/19	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 2/25/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Fund No. 3: RIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)								20.XX.075.600	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)				810				810	
R/W	1,352							1,352	
CON				8,040				8,040	
TOTAL	2,168			8,850				11,018	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									Delete CON Sup and CON. Project will continue to RTL.
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	

Fund No. 4: RIP - State Cash (ST-CASH)								Program Code	
Existing Funding (\$1,000s)								20.XX.075.600	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	2,749							2,749	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	

Fund No. 5: RIP - State Cash (ST-CASH)								Program Code	
Existing Funding (\$1,000s)								20.XX.075.600	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	687							687	Mono County Local Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	687							687	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 2/25/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Fund No. 6: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	687							687	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	687							687	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	

Fund No. 7: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)				3,240				3,240	
R/W	5,407							5,407	
CON				32,160				32,160	
TOTAL	8,671			35,400				44,071	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Delete CON Sup and CON. Project will continue to RTL.
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	

Fund No. 8: IIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,749							2,749	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	2/25/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	45711	0600020478	8042A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	14	58.3	62.3	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Minerva Rodriguez		(559)243-3518		minerva.rodriquez@dot.ca.gov		
Project Title						
Freeman Gulch Widening - Segment 1						
Location, Project Limits, Description, Scope of Work						
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.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
<p>The project constitutes the principal access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic development of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.</p>						
Project Benefits						
To improve the safety, capacity, operation, and route continuity on State Route 14 in Kern County, by converting the existing two-lane conventional highway into a four-lane divided controlled access expressway.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	2/25/16
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	45712	0612000197	8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	14	53.0	58.3	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Minerva Rodriguez		(559)243-3518		minerva.rodriquez@dot.ca.gov		
Project Title						
Freeman Gulch Widening - Segment 2						
Location, Project Limits, Description, Scope of Work						
Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
The project constitutes the principal access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.						
Project Benefits						
The project will improve safety for providing safe passing lanes. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierras-Northern Nevada Strategic Interregional Corridor.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					//	
Circulate Draft Environmental Document			Document Type	//		
Draft Project Report					//	
End Environmental Phase (PA&ED Milestone)					//	
Begin Design (PS&E) Phase					//	
End Design Phase (Ready to List for Advertisement Milestone)					//	
Begin Right of Way Phase					//	
End Right of Way Phase (Right of Way Certification Milestone)					//	
Begin Construction Phase (Contract Award Milestone)					//	
End Construction Phase (Construction Contract Acceptance Milestone)					//	
Begin Closeout Phase					//	
End Closeout Phase (Closeout Report)					//	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 2/25/16

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title: Freeman Gulch Widening - Segment 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E	3,250							3,250	Caltrans
R/W SUP (CT)		2,100						2,100	Caltrans
CON SUP (CT)					3,900			3,900	Caltrans
R/W		5,510						5,510	Caltrans
CON					32,927			32,927	Caltrans
TOTAL	3,250	7,610			36,827			47,687	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,199						2,051	3,250	
R/W SUP (CT)							2,100	2,100	
CON SUP (CT)							3,900	3,900	
R/W							5,510	5,510	
CON							32,927	32,927	
TOTAL	1,199						46,488	47,687	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)									
R/W		1,653						1,653	
CON									
TOTAL	975	2,283						3,258	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E sunk costs shown.
PS&E	360							360	Delete remaining PS&E and
R/W SUP (CT)									all R/W Sup and R/W.
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)									
R/W		1,653						1,653	
CON									
TOTAL	975	2,283						3,258	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E sunk costs shown.
PS&E	360							360	Delete remaining PS&E and
R/W SUP (CT)									all R/W Sup and R/W.
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	8/11/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08	34040K	0800000610	0260B	SANBAG/SC		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	395	R19.3	48.0	Caltrans		
				MPO	Element	
				SCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Joe Meraz		(909)388-7165		Joe_Meraz@dot.ca.gov		
Project Title						
Route 395 Widening						
Location, Project Limits, Description, Scope of Work						
In Victorville, from 1.8 miles south of Desert Flower Road to 0.5 mile south of Framington Road. Environmental study only. The study proposes widening of US 395 from 2-lane conventional highway to 4-lanes expressway.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E						
Right of Way						
Construction						
Purpose and Need						
Project Need: To accommodate the existing travel demand and mitigate the traffic impacts of the steady economic growth in San Bernardino County especially the rapidly growing high desert cities of Victorville, Adelanto and Hesperia; widening US-395 to 4 lanes is crucial not only for the public safety and economic growth but also for the interregional highway travel. A major component of the interregional travel is recreational traffic accessing the Eastern Sierras. - Project Purpose: The proposed project will provide congestion relief and improve safety and operation along this stretch of US-395.						
Project Benefits						
The project will improve traffic safety by eliminating unsafe operational conflicts. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierras-Northern Nevada Strategic Interregional Corridor.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved					07/30/10	
Begin Environmental (PA&ED) Phase					09/15/10	
Circulate Draft Environmental Document			Document Type	EIR/EIS	02/04/14	02/01/18
Draft Project Report					01/06/14	01/15/18
End Environmental Phase (PA&ED Milestone)					09/01/15	11/30/18
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/11/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD, ,	395, ,	34040K	0800000610	0260B	
Project Title: Route 395 Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	14,000							14,000	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			189,420					189,420	
CON			1,961,160					1,961,160	
TOTAL	14,000		2,150,580					2,164,580	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	4,770							4,770	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W							22,300	22,300	
CON							373,300	373,300	
TOTAL	4,770						395,600	400,370	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	4,000							4,000	San Bernardino Associated Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,000							4,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	1,363							1,363	PA&ED sunk costs shown. Delete remaining PA&ED programming.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,363							1,363	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,000							2,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	681							681	PA&ED sunk costs shown. Delete remaining PA&ED programming.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	681							681	

Section 16

Inyo County Local Transportation Commission Resolution No. 2016-02

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2016-02**

**A RESOLUTION OF THE INYO COUNTY LOCAL TRANSPORTATION
COMMISSION ADOPTING THE REVISED 2016 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP) AND AUTHORIZING THE EXECUTIVE
DIRECTOR TO EXECUTE REQUIRED DOCUMENTS AND TO MAKE TECHNICAL
CHANGES**

WHEREAS, the Inyo County Regional Transportation Improvement Program is a multi-modal listing of capital improvement projects for which the Inyo County Local Transportation Commission (LTC) has programmed as priority projects for our region; and

WHEREAS, prior projects have been developed in accordance with the guidelines established by the California Transportation Commission (CTC), a revised CTC negative fund estimate of approximately \$750 million, the Regional Transportation Plan; and input of Inyo County, the City of Bishop, Caltrans District 9, Mono County LTC, and Kern Council of Governments (COG); and

WHEREAS, reprogramming efforts take into account our 18-year history of MOU projects on the US 395 / State Route 14 corridor with Mono County LTC and Kern COG, and our desire to keep these MOU projects moving forward by regionally reprogramming and deleting more funding than requested by the CTC; and

WHEREAS, the projects identified in the Revised 2016 RTIP are consistent with the 2015 Regional Transportation Plan and 2016 State Transportation Improvement Program guidelines and revised fund estimate.

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission hereby adopts the Revised 2016 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Executive Director of the Inyo County Local transportation Commission be authorized to execute all required documents of the RTIP and to make any technical changes required by the CTC or Caltrans.

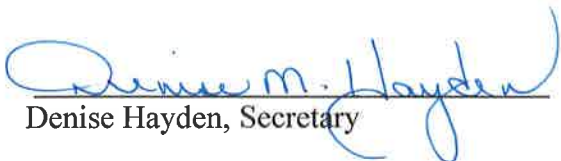
Passed and adopted the 17th day for February, 2016 by the following Vote:

Ayes: 5
Noes: 1
Abstain: 0
Absent 0



Patricia Gardner, Chair

Attest:



Denise Hayden, Secretary

Section 17

Coordination with Caltrans District 9

Letter Dated September 11, 2015

DEPARTMENT OF TRANSPORTATION

DISTRICT 9
500 SOUTH MAIN STREET
BISHOP, CA 93514
PHONE (760) 872-0602
FAX (760) 872-5225
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

September 11, 2015

Mr. Clint Quilter
Executive Director
Inyo County Local Transportation Commission
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Quilter:

To effectively plan for the transportation needs of Inyo County and the eastern Sierra region, and as provided in the 2016 State Transportation Improvement Program Guidelines, I am submitting to the Inyo County Local Transportation Commission (LTC) the following transportation projects that are either fully programmed, partially programmed, or represent future needs:

- Olancho/Cartago 4-Lane, Iny-395-30.8/41.8, PPNO: 0170, 0170A
- Freeman Gulch Widening Segment 1, Ker-14-58.3/62.3, PPNO: 8042A
- Freeman Gulch Widening Segment 2, Ker-14-53.0/58.3, PPNO: 8042B
- Freeman Gulch Widening Segment 3, Ker-14-45.9/53.0, PPNO: 8042
- Inyokern 4-Lane, Ker-395-R13.9/30.6, PPNO: 8539

These projects will provide great benefits to users of Inyo County's transportation facilities. Therefore, we recommend including these projects in your Regional Transportation Plan and in your Regional Transportation Improvement Program (RTIP).

Cooperation between the Inyo LTC, Mono LTC, Kern Council of Governments, and Caltrans has enabled us to fund major projects that benefit Inyo County and the region. I look forward to continuing to work with you to implement priority transportation projects.

Sincerely,

BRENT L. GREEN
District 9 Director

Section 18

MOU Project Programming Summary Tables

Table 1

		Freeman Gulch Widening - Segment 1 (Kern County)	Freeman Gulch Widening - Segment 2 (Kern County)	Route 395 Widening (San Bernardino County)	Olancha/Cartago Expressway (Inyo County)	Rescinded Funds	STIP Deletion Targets	STIP Deletion Target Balance ((Excess Shares) / Balance Remaining)	Contribution to keep Freeman Gulch Widening - Segment 1 moving forward	STIP Deletion Target Balance ((Excess Shares) / Balance Remaining)	Percent of Rescinded Funds Contributed
Current Programmed	ITIP	12,435	4,344	4,000	35,400						
	Inyo RTIP	3,109	3,258	2,000	35,400						
	Mono RTIP	3,109	3,258	2,000	8,850						
	Kern COG RTIP	12,435		2,000	8,850						
Need		31,088	10,860		88,500						
Rescind Funding	ITIP	(12,435)	(3,865)	(2,606)	(35,400)	(54,306)	50,879	(3,427)	0	(3,427)	
	Inyo RTIP	(3,109)	(2,898)	(1,319)	(35,400)	(42,726)	5,407	(37,319)	23,486	(13,833)	-63%
	Mono RTIP	(3,109)	(2,898)	(1,319)	(8,850)	(16,176)	4,017	(12,159)	7,602	(4,557)	-63%
	Kern COG RTIP	(12,435)		(1,319)	(8,850)	(22,604)	19,863	(2,741)		(2,741)	
Need		(31,088)	(9,661)		(88,500)						
2016 STIP Proposed	ITIP										
	Inyo RTIP	23,486									
	Mono RTIP	7,602									
	Kern COG RTIP										
		31,088	0	0	0						

INYO RTIP contribution = \$3,109 + \$20,377

MONO RTIP contribution = \$3,109 + \$4,493

Table 2

		2014 STIP Programmed						2016 STIP Proposed				Future STIP			
		Freeman Gulch Widening - Segment 1		Olancha/Cartago Expressway		Total Programming		Freeman Gulch Widening - Segment 1		Olancha/Cartago Expressway		Olancha/Cartago Expressway		Total Programming (2016 Proposed + Future)	
Current Programmed	ITIP	12,435	40.0%	35,400	40.0%	47,835	40.0%					12,435 + 35,400 = 47,835	54.1%	47,835	40.0%
	Inyo RTIP	3,109	10.0%	35,400	40.0%	38,509	32.2%	23,486	75.5%			15,023 = 15,023	17.0%	38,509	32.2%
	Mono RTIP	3,109	10.0%	8,850	10.0%	11,959	10.0%	7,602	24.5%			4,357 = 4,357	4.9%	11,959	10.0%
	Kern COG RTIP	12,435	40.0%	8,850	10.0%	21,285	17.8%					12,435 + 8,850 = 21,285	24.1%	21,285	17.8%
Totals		31,088	100.0%	88,500	100.0%	119,588	100.0%	31,088	100.0%			88,500	100.0%	119,588	100.0%

		Freeman Gulch Widening - Segment 1	Freeman Gulch Widening - Segment 2	Route 305 Widening	Olancha/Cartago Expressway	Rescinded Funds	STIP Deletion Targets	STIP Balance ((Excess Shares) / Balance Remaining)	2016 STIP Proposed Programming	STIP Final Balance ((Excess Shares) / Balance Remaining)	Percent of STIP Balance Programmed in 2016 STIP
Rescind Funding	ITIP	(12,435)	(3,865)	(2,606)	(35,400)	(54,306)	54,306	0	0	0	
	Inyo RTIP	(3,109)	(2,898)	(1,319)	(35,400)	(42,726)	5,407	(37,319)	23,486	(13,833)	-63%
	Mono RTIP	(3,109)	(2,898)	(1,319)	(8,850)	(16,176)	4,017	(12,159)	7,602	(4,557)	-63%
	Kern COG RTIP	(12,435)		(1,319)	(8,850)	(22,604)	19,863	(2,741)	0	(2,741)	0%
Totals		(31,088)	(9,661)	(6,563)	(88,500)						

Section 20

Inyo County Local Transportation Commission

Revised 2016 RTIP Staff Report

February 17, 2016