

**Transportation Enhancement (TE) Application (PSR Equivalent)**  
**TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming.**

**PART ONE: GENERAL PROJECT INFORMATION**

X RTIP TE    \_\_\_\_\_ ITIP TE    \_\_\_\_\_ SHOPP TE

PROJECT TITLE: **Pine to Park Path**

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)

*David Grah  
 Director of Public Works  
 City of Bishop  
 377 West Line Street  
 Bishop, California 93514  
 (Post Office Box 1236, 93515)  
 Phone 760-873-8458  
 Fax 760-873-4873  
 davegrah@ca-bishop.us*

(Round dollars to nearest thousands)

TE FUNDS REQUESTED	\$204,000
State Match (STIP)	\$26,000
Local Match (if Required)	\$0
TOTAL TE PROJECT COST	\$230,000
<input checked="" type="checkbox"/> TE is a stand-alone project.	
<input type="checkbox"/> TE is part of a larger project.	

Person who can answer questions about this application (Name, title, phone, fax, email)

*Same as above.*

PARTNER(S) (Name, title, agency, address, phone, fax)

*Keith Caldwell  
 Community Services Director  
 City of Bishop  
 377 West Line Street  
 Bishop, California 93514  
 (Post Office Box 1236, 93515)  
 Phone 760-873-5863  
 Fax 760-873-4873*

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNO, EA, Project Title; if not currently programmed, describe the project)

*This is a stand-alone project.*

Total Project Cost \$ 230,000

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES  
 (Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

- Construct paved path about 1,000 feet long from the north end of the alley north of East Pine Street and east of North third Street to connect with the existing paved path in the park near its intersection with Spruce Street, mostly on Bishop City Park property or on City alley right of way.
- Provide 2 4-foot paved lanes with 3-foot unpaved shoulders, and 3H:1V or flatter side slopes.
- Use constant 2% crowned or straight-sloped cross section (no superelevation).
- Use portland cement concrete for pavement and aggregate base for unpaved shoulders.
- Provide bollards to prevent access by larger vehicles except for emergency and city service vehicles.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

*There is no improved pedestrian and bike (or vehicular) access to the Bishop City Park between North Main Street and Hanby Street even though about half of the city's population resides in this area. The lack of access requires park visitors in the area to take longer less-desirable routes, to forgo trips to the park, or to drive to the park. The distance between Main and Hobson is about 0.4 miles and this approximates the extra travel distance for pedestrians and bikes without this proposed improved access even if a trip starts or ends adjacent to the south boundary of the park.*

*Main Street is Highway 395 in Bishop. Highway 395 is the major north-south interregional route in California east of the Sierra Nevada and carries large volumes of traffic, especially in the City of Bishop.*

*The current routes to the park from the area south of the park are North Main Street, Hanby Street, and a dirt path from North Second Street. North Main Street is indirect and has sidewalks but bikes are prohibited from using the sidewalk (their use would conflict with pedestrians on the narrow sidewalk) and there is little shoulder on this state highway for bikes to use. In addition, for a bike to return to the area of the city south of the park by way of Main, it would require crossing heavy Main Street traffic twice. This multiple crossing is undesirable for most families and children. Hanby is also indirect and does not have sidewalks. The dirt path is more direct but still requires of out of direction travel. In addition to the indirect routing, the dirt path is unimproved and can be impassable when wet and with small wheels.*

*The purpose of the project is to provide a convenient paved path to provide access to the Bishop City Park about halfway between North Main Street and Hanby Street.*

*Numerous "standard" transportation projects have been accomplished on North Main Street (Highway 395) and this improvement has not been included in any other them because of scope and cost considerations.*

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

*The proposed project accomplishes an important pedestrian and bicycle element of the multi-modal transportation system in the Bishop area.*

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

*Does not apply.*

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

*Does not apply.*

ALTERNATIVES CONSIDERED

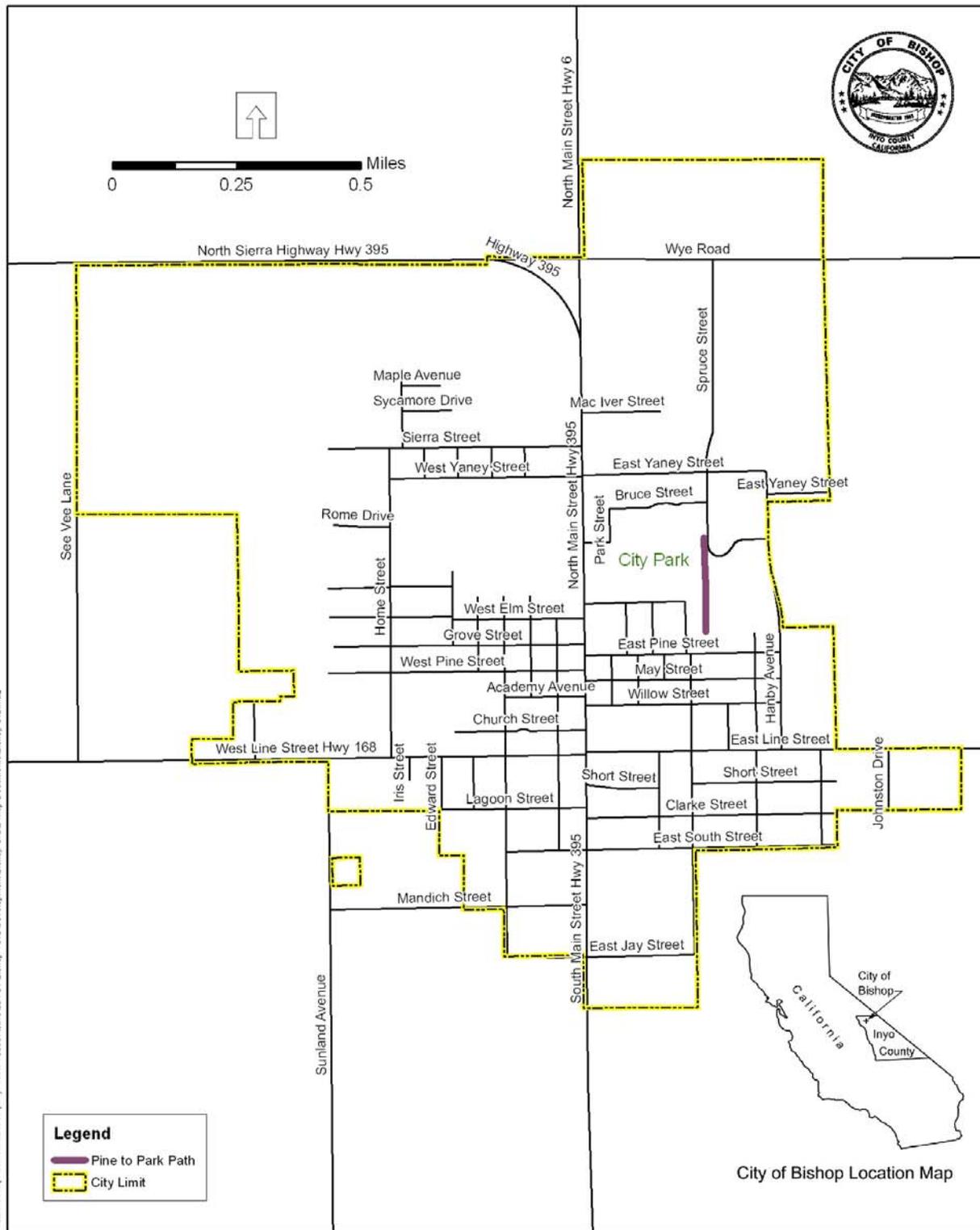
*The proposed project provides the needed access with the minimum impact on private property. Other alternative alignments significantly sacrifice convenience and make them much less desirable to users. Other standards for path construction will be considered during the environmental documentation and analysis process and during design. The "no action" alternative does not address the need.*

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS ? (May be more than one.)

<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

*Category 2, Pedestrian and Bicycle Facilities*

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)



**Pine to Park Path**  
City of Bishop



### PART THREE: ASSURANCES

**This page must be signed for the project to be considered for funding.**

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

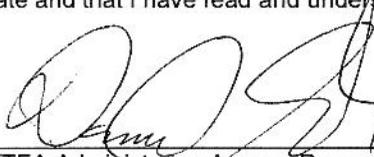
Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed

  
\_\_\_\_\_  
(TEA Administering Agency Representative)

Date 18 Dec 07

Printed (Name and Title) *David Grah, Director of Public Works*

Administering Agency *City of Bishop*

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.



## 2008 Project Programming Request (Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		<b>Date:</b> _____	
<b>Caltrans District</b>	<b>EA</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>	
09					
<b>County</b>	<b>Route/Corridor</b>	<b>Project Sponsor/Lead Agency</b>		<b>MPO</b>	<b>Element</b>
INY		City of Bishop			LA
<b>Project Title</b>					
Pine to Park Path					
<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Mgr/Contact</b>	<b>Phone</b>	<b>E-mail Address</b>	
		David Grah	(760) 873-8458	davgrah@ca-bishop.us	
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>					
In Bishop from near the intersection of North Third Street and East Pine Street into the City Park. Construct paved path about 1,000 feet long.					
<b>Component</b>	<b>Implementing Agency</b>		<b>AB 3090</b>	<b>Letter of No Prejudice</b>	
<b>PA&amp;ED</b>	City of Bishop		<input type="checkbox"/>	<input type="checkbox"/>	
<b>PS&amp;E</b>	City of Bishop		<input type="checkbox"/>	<input type="checkbox"/>	
<b>Right of Way</b>	City of Bishop		<input type="checkbox"/>	<input type="checkbox"/>	
<b>Construction</b>	City of Bishop		<input type="checkbox"/>	<input type="checkbox"/>	
<b>Legislative Districts</b>					
<b>Assembly:</b> 34		<b>Senate:</b> 18			
<b>Congressional:</b> 25					
<b>Purpose and Need</b>					
There is no improved pedestrian and bike access to the Bishop City Park between North Main Street and Hanby Street even though about half of the city's population resides in this area. Improved access from this area is needed. The purpose of the project is to provide a convenient paved path to provide access to the Bishop City Park about halfway between North Main Street and Hanby Street.					
<b>Project Benefits</b>					
The prime benefit of the project is that Bishop City Park visitors, including children and disabled, can access the park from the south without having to travel on Highway 395, or without having to travel out of direction to Hanby Street, and without needing to travel by motor vehicle.					
<b>Project Milestone</b>					<b>Date</b>
Project Study Report Approved					12/18/07
Begin Environmental (PA&ED) Phase					10/22/08
Circulate Draft Environmental Document			<b>Document Type</b>	12/21/08	
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					06/19/09
Begin Design (PS&E) Phase					11/16/09
End Design Phase (Ready to List for Advertisement Milestone)					02/14/10
Begin Right of Way Phase					06/19/09
End Right of Way Phase (Right of Way Certification Milestone)					02/14/10
Begin Construction Phase (Contract Award Milestone)					07/14/10
End Construction Phase (Construction Contract Acceptance Milestone)					09/12/10
Begin Closeout Phase					09/12/10
End Closeout Phase (Closeout Report)					06/30/11



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date:

County	CT District	PPNO	TCRP Project No.	EA
INY	09			
<b>Project Title:</b> Pine to Park Path				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Total Project Cost									Implementing Agency
E&P (PA&ED)		18						18	
PS&E			18					18	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4					4	
CON				190				190	
<b>TOTAL</b>		18	22	190				230	

<b>Fund No. 1:</b>	Transportation Enhancement (TE)								Program Code	
Existing Funding									Funding Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										
Proposed Funding									Notes	
E&P (PA&ED)		18						18		
PS&E			18					18		
R/W SUP (CT)										
CON SUP (CT)										
R/W			4					4		
CON				190				190		
<b>TOTAL</b>		18	22	190				230		

<b>Fund No. 2:</b>									Program Code	
Existing Funding									Funding Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										
Proposed Funding									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date:

County	CT District	PPNO	TCRP Project No.	EA
INY	09			
<b>Project Title:</b> Pine to Park Path				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									City of Bishop
PS&E									City of Bishop
R/W SUP (CT)									
CON SUP (CT)									
R/W									City of Bishop
CON									City of Bishop
<b>TOTAL</b>									
Net Change									
E&P (PA&ED)		18						18	
PS&E			18					18	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4					4	
CON				190				190	
<b>TOTAL</b>		<b>18</b>	<b>22</b>	<b>190</b>				<b>230</b>	
Proposed New Result									
E&P (PA&ED)		18						18	
PS&E			18					18	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4					4	
CON				190				190	
<b>TOTAL</b>		<b>18</b>	<b>22</b>	<b>190</b>				<b>230</b>	

Fund No. 1:	Transportation Enhancement (TE)								Program Code
Existing Funding									Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Change									Notes
E&P (PA&ED)		18						18	
PS&E			18					18	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4					4	
CON				190				190	
<b>TOTAL</b>		<b>18</b>	<b>22</b>	<b>190</b>				<b>230</b>	
Proposed Funding									
E&P (PA&ED)		18						18	
PS&E			18					18	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4					4	
CON				190				190	
<b>TOTAL</b>		<b>18</b>	<b>22</b>	<b>190</b>				<b>230</b>	



# CITY OF BISHOP

377 West Line Street - Bishop, California 93514

P. O. Box 1236 - Bishop, California 93515

City Hall (760) 873-5863 - Fax (760) 873-4873

## MINUTE ORDER

I HEREBY CERTIFY that at a meeting of the City Council of the City of Bishop, held in the Council Chambers on the 28<sup>th</sup> day of January 2008, an order was duly made and entered as follows:

*A motion was made by Councilmember Cullen to approve the following Transportation Enhancement (TE) Project Applications:*

- *Pine to Park Path*
- *Seibu to School Bike Path*

*The motion carried by the following roll call vote:*

*Ayes: Cullen, Dishion, Griffiths, Crom*  
*Noes: None*  
*Absent: Connolly*  
*Abstained: None*

WITNESS my hand and seal of the City of Bishop this 31st day of January 2008.

ATTEST: Richard F. Pucci, City Clerk

By: *Denise Gillespie*  
Denise Gillespie, Assistant City Clerk

