

**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**

RTIP TE     ITIP TE     SHOPP TE

PROJECT TITLE: **Seibu to School Bike 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            \$103,000  
 State Match (STIP)            \$14,000  
 Local Match (if Required)      \$0  
 TOTAL TE PROJECT COST      \$117,000

- TE is a stand-alone project.  
 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)

*Honorable Tilford Denver  
 Tribal Chairman  
 50 Tu Su Lane  
 Bishop, California 93514  
 Phone 760 873-3584  
 Fax 760 873-4143*

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 part of a larger project funded with Bicycle Transportation Account (BTA) funding. The scope of the larger project is given below. The combination of TE and BTA funding fully funds the proposed project.*

Total Project Cost \$ 880,000 (un-escalated)

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

- Construct two-way class 1 paved bike path within the Bishop Paiute Reservation and the City of Bishop about 2,400 feet long from the east end of Seibu Lane to the north side of the Elm and Pine Street Elementary Schools with connections into the school campuses and to the west end of Keough Street.
- Provide an alignment that minimizes impact to the tribal wetland preserve and to other resource values.
- Provide for a three-way-stop "T" intersection at the future Diaz to Keough Bike Path intersection.
- Provide 2 4-foot lanes with 1 foot paved shoulders, 5-foot unpaved shoulders for pedestrians and equestrians, and 3H:1V or flatter side slopes.
- Use 25 mile per hour design speed.
- Use constant 2% crowned or straight-sloped cross section (no superelevation).
- Use 200 foot radius curves.
- Use portland cement concrete for pavement and aggregate base for unpaved shoulders.
- Provide bollards to prevent access by larger vehicles except for emergency vehicles.
- Exclude livestock from path.
- To ensure environmental resources in the area can be avoided, study an alternate alignment:
  - \* Construct two-way class 1 paved bike path about 3,800 feet long from the intersection of Diaz and See Vee Lane to the west end of Keough Street with a connection into the school campuses, all within the City of Bishop except for the connection to See Vee which is on the Bishop Paiute Reservation and is within Inyo County road right of way.

- \* Provide an alignment that follows the north side of the South Fork of Bishop Creek in its western section and that minimizes impact to trees, creek, associated riparian area, and other resource values.
- \* Provide for a bridge across South Fork Bishop Creek with 15-foot wide roadway if the alternate alignment is necessary due to environmental resources.

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

*Although the City of Bishop and the Bishop Paiute Reservation are adjacent, the only improved access between the two are West Line Street and North Sierra Highway, both state highways and about 1 mile apart. The public schools in the Bishop area are located in the City of Bishop, with the elementary schools along the boundary between the Reservation and the City.*

*Most of the population in the Bishop area resides in the unincorporated area of Inyo County west of the Reservation. As with the Reservation, the only improved access to the City of Bishop from these unincorporated areas are West Line Street and North Sierra Highway.*

*Travel to the City of Bishop from these areas by motor vehicle is somewhat indirect, but is tolerable given the mode of transportation. On the other hand, adults and children that travel to work or to school in Bishop from the Reservation or the unincorporated area to the west on foot or by bicycle can find these routes to be significantly circuitous. In addition, these improved routes are undesirable on foot or by bike because of their high volume and high speed of traffic.*

*Because of the lack of direct route to the Bishop schools in particular, a use path exists across the undeveloped area between the developed part of the Reservation and the schools. Although mostly used by students, this path is also sometimes used by adults. Because this path leads to the west fence of the school campuses there are significant security concerns related to adults using this path during school times. Most adults that use this path are not bound to or from the schools.*

*This existing path is completely unimproved and is impassible when wet or in snow. In addition, it is not maintained nor maintainable so in some places thick vegetation grows thick along the path. This vegetation further contributing to security concerns.*

*The proposed path is included as a high priority in the draft collaborative bike plan for the Bishop area.*

*A direct improved path for pedestrians and bikes is needed between the reservations and the schools with a connection to Bishop streets. The purpose of this project is to provide that path using a combination of TE and BTA funds. BTA funds are only available after the completion of environmental studies.*

*Numerous "standard" transportation projects have been accomplished on West Line Street (Highway 168) and 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.*

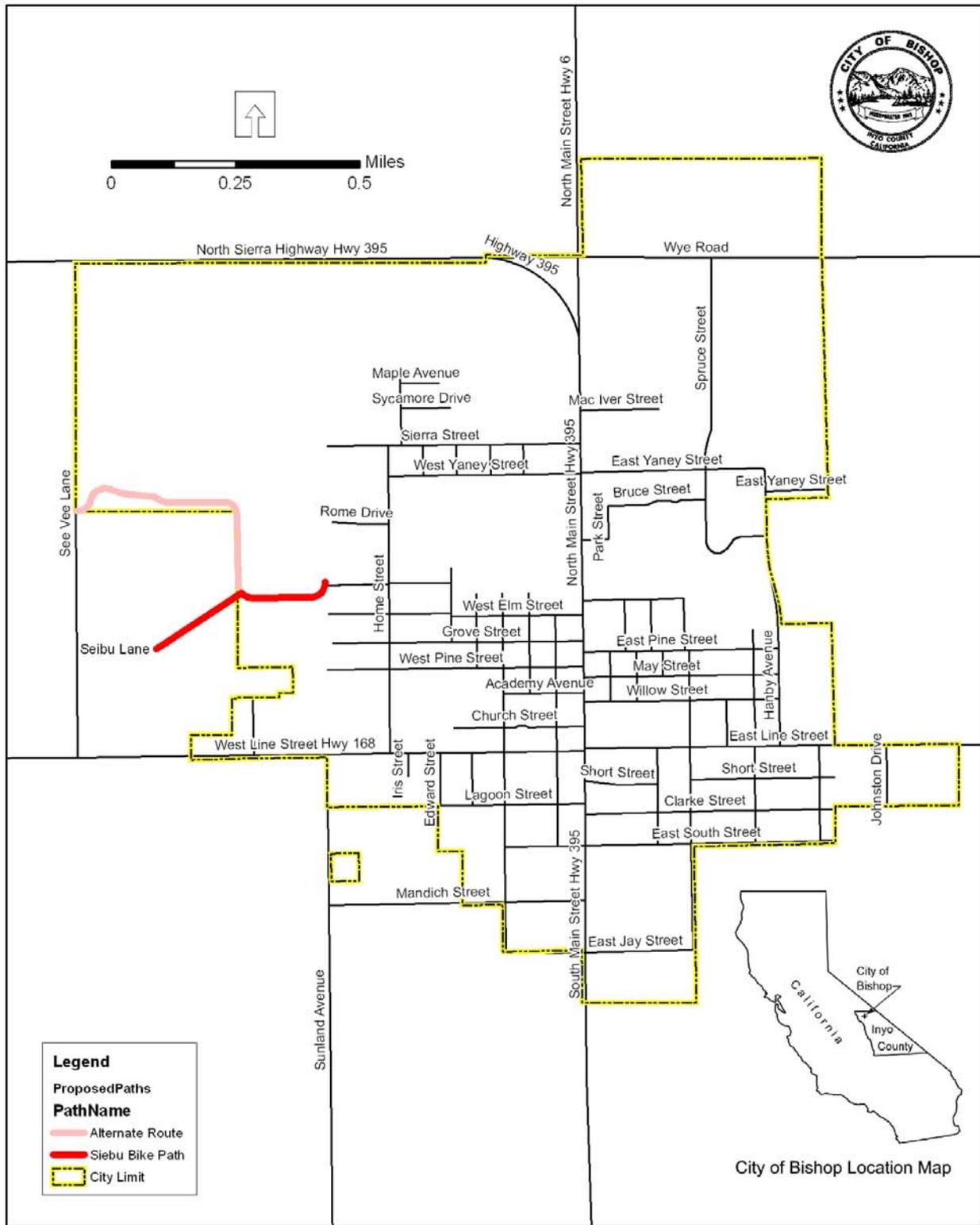
**ALTERNATIVES CONSIDERED**

*The proposed project includes environmental analysis of two likely alignments for a path. 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*



**Siebu to School Bike Path**  
City of Bishop

## PART TWO: FUNDING

Prepared by *David Grah*

Title *Director of Public Works*

Agency *City of Bishop*

Phone *See "Part One"*

FAX *See "Part One"*

<b>PROJECT COMPONENT COSTS</b> (round to nearest \$1,000s)				
	<b>RTIP TE</b>	<b>BTA</b>	<b>LOCAL</b>	<b>TOTAL</b>
• E&P (PA&ED)	\$53,000	\$0	\$3,000	\$56,000
• PS&E	\$8,000	\$48,000	\$0	\$56,000
• Right of Way Capital (with support)	\$27,000	\$155,000	\$0	\$182,000
• Right of Way Support*	\$	\$0	\$0	\$0
• Construction Support*	\$	\$0	\$0	\$0
• Construction Capital (with support)	\$29,000	\$557,000	\$0	\$586,000
Proposed year of Construction: <i>2011</i>				
<b>TOTAL PROJECT COSTS</b>	<b>\$117,000</b>	<b>\$760,000</b>	<b>\$3,000</b>	<b>\$880,000</b>

\*Right of way and construction support are for Caltrans implemented projects only

<b>PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS</b>					
<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
	Pavement	SF	24,000	\$15	\$360,000
	Aggregate Base	CY	1,156	\$75	\$87,000
	CONTINGENCY (25%)				\$112,000
	<b>TOTAL CONSTRUCTION CONTRACT ITEMS</b>				<b>\$559,000</b>

SF is square feet, CY is cubic yard, EA is each.

**MAINTENANCE** (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

What is the source of maintenance funds? *City of Bishop General Fund and Bureau of Indian Affairs Indian Reservation Roads Inventory (BIA IRR) will be the source of maintenance funds.*

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: *Does not apply* Date: \_\_\_\_\_

### 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.

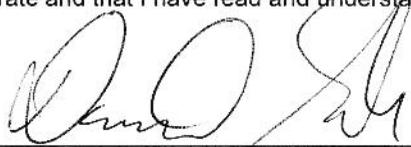
Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

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

19 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>	
09					
<b>County</b>		<b>Route/Corridor</b>		<b>Project Sponsor/Lead Agency</b>	
INY				City of Bishop	
				<b>MPO</b>	
				LA	
<b>Project Title</b>					
Seibu to School Bike Path					
<b>PM Bk</b>		<b>PM Ahd</b>		<b>Project Mgr/Contact</b>	
				David Grah	
				<b>Phone</b>	
				(760) 873-8458	
				<b>E-mail Address</b>	
				davgrah@ca-bishop.us	
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>					
In the Bishop Paiute Reservation and in the City of Bishop from the east end of Seibu Lane to the north side of the Elm and Pine Street Elementary Schools with connection to Keough Street. Construct two-way class 1 paved bike path about 2,400 feet long.					
<b>Component</b>		<b>Implementing Agency</b>		<b>AB 3090</b>	
<b>PA&amp;ED</b>		City of Bishop		<input type="checkbox"/>	
<b>PS&amp;E</b>		City of Bishop		<input type="checkbox"/>	
<b>Right of Way</b>		City of Bishop		<input type="checkbox"/>	
<b>Construction</b>		City of Bishop		<input type="checkbox"/>	
<b>Legislative Districts</b>					
<b>Assembly:</b>		34		<b>Senate:</b> 18	
<b>Congressional:</b>		25			
<b>Purpose and Need</b>					
Although the City of Bishop and the Bishop Paiute Reservation are adjacent, the only improved access between the two are West Line Street and North Sierra Highway, both state highways and about 1 mile apart. The public schools in the Bishop area are located in the City of Bishop, with the elementary schools along the boundary between the Reservation and the City. In addition, most of the population served by the public schools passes through or by the Reservation to reach the schools, so have similar access issues. There is an unpaved "use trail" between the Reservation and the schools. This trail is impassable when wet, is overgrown with vegetation causing safety concerns, and enters the school campuses at a location undesirable to the schools. An improved path is needed. The purpose of this project is to provide that trail.					
<b>Project Benefits</b>					
The benefits of the project include: improved safety of school children traveling to and from school, increased use of non-motorized transportation, improved security of school campuses, fills gap in bicycle transportation system suggested by Inyo County Collaborative Bike Plan.					
<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					08/13/10
End Design Phase (Ready to List for Advertisement Milestone)					02/09/11
Begin Right of Way Phase					08/13/10
End Right of Way Phase (Right of Way Certification Milestone)					02/09/11
Begin Construction Phase (Contract Award Milestone)					07/09/11
End Construction Phase (Construction Contract Acceptance Milestone)					09/22/11
Begin Closeout Phase					09/22/11
End Closeout Phase (Closeout Report)					06/30/12



## 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> Seibu to School Bike 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)		56						56	
PS&E				56				56	
R/W SUP (CT)									
CON SUP (CT)									
R/W				182				182	
CON				586				586	
<b>TOTAL</b>		56		824				880	

<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)		53						53		
PS&E				8				8		
R/W SUP (CT)										
CON SUP (CT)										
R/W				27				27		
CON				29				29		
<b>TOTAL</b>		53		64				117		

<b>Fund No. 2:</b>	Bicycle Transportation Account (BTA)								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				48				48		
R/W SUP (CT)										
CON SUP (CT)										
R/W				155				155		
CON				557				557		
<b>TOTAL</b>				760				760		



## 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> Seibu to School Bike 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)		56						56	
PS&E				56				56	
R/W SUP (CT)									
CON SUP (CT)									
R/W				182				182	
CON				586				586	
<b>TOTAL</b>		56		824				880	
Proposed New Result									
E&P (PA&ED)		56						56	
PS&E				56				56	
R/W SUP (CT)									
CON SUP (CT)									
R/W				182				182	
CON				586				586	
<b>TOTAL</b>		56		824				880	

Fund No. 1:	Transportation Enhancement (TE)								Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
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)		53						53	
PS&E				8				8	
R/W SUP (CT)									
CON SUP (CT)									
R/W				27				27	
CON				29				29	
<b>TOTAL</b>		53		64				117	
Proposed Funding									
E&P (PA&ED)		53						53	
PS&E				8				8	
R/W SUP (CT)									
CON SUP (CT)									
R/W				27				27	
CON				29				29	
<b>TOTAL</b>		53		64				117	



# 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

