



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

Justine Kokx is inviting you to a scheduled Zoom meeting.

Topic: Inyo County Local Transportation Commission Meeting
Time: August 17, 2022, 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/87304061692?pwd=dHg3WXhld3BoUDQvT2JxSVJKdUFIUT09>

Meeting ID: 873 0406 1692

Passcode: 168196

+1 669 444 9171 US

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@invocounty.us. Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

August 17, 2022

9:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

3. Consent Agenda
 - a. Staff of the Local Transportation Commission - Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
 - b. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of June 15, 2022.

- c. Staff of the Local Transportation Commission - Request approval of the minutes of the Special AB361 meeting of July 20, 2022.
 - d. Staff of the Local Transportation Commission – Request your Commission authorize the Executive Director to sign the Biennial ICLTC conflict of interest report.
 - e. Staff of the Local Transportation Commission – Request your Commission approve via Resolution No. 2022-07 that 1) approves ESTA’s State of Good Repair project list, and 2) authorize the LTC Executive Director to sign related documents related to the State of Good Repair program for FY 2022-2023.
4. Staff of the Local Transportation Commission - Request your Commission approve via Minute Order Amendment No. 3 to the contract with LSC Transportation Consultants, Inc.
 5. Staff of the Local Transportation Commission – Request your Commission rescind Resolution No. 2022-04, and approve Resolution No. 2022-08, accepting ESAAA’s declination of two years’ worth of LTF funds, re-allocating ESAAA’s allocation of FY 2022-2023 Local Transportation Funds of \$37,050 to ESTA, and re-allocating the FY 2021-2022 distribution of \$38,022 to ESTA.

DISCUSSION ITEMS

INFORMATIONAL ITEMS

6. Local Road Safety Plan Memo
7. Letter of Support for Reconnecting Communities Grant Program
8. ESTA Report
 - Executive Director’s Report
9. Tribal Report
10. DVNP Report
11. Caltrans Report
12. City of Bishop Report
13. Executive Director’s Report
14. Reports from all members of the Inyo County LTC

CORRESPONDENCE

ADJOURNMENT

Adjourned until 9 a.m., Wednesday September 21, 2022

UPCOMING AGENDA ITEMS

- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog
- HSIP grant
- Final RPA invoice for FY 2022-23
- LTF Reserve Distribution
- Revised TDA claim forms

Consent Agenda



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Michael Errante, Executive Director

Minutes

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

June 15, 2022

9:00 a.m. Open Meeting

1. Roll Call
2. **Commissioners Present:**

Stephen Muchovej

Jennifer Roeser

Celeste Berg

Rick Pucci

Doug Thompson

Jose Garcia

Others Present

Justine Kokx Inyo County Public Works

John Pinckney Inyo County Public Works

Michael Errante Inyo County Public Works

Phil Moores ESTA

Deston Dishion City of Bishop

Neil Peacock of Caltrans

Kirsten Helton of Caltrans

Denee Alcalá of Caltrans

Jenny Parks of IMAH

Kathy Chambers Moore & Associates, Inc.

3. Public Comment

4.

Neil Peacock of Caltrans introduced himself. Recently brought on with District 9 as regional transportation branch chief. Has a long history of transportation planning. Looking forward do to getting to know everyone and looking for regional funding, and partnerships.

ACTION ITEMS

5. Consent Agenda

- a. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
- b. Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of May 18, 2022.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.**

6. Request Commission hear a presentation from Kathy Chambers of Moore & Associates, Inc. regarding Draft Triennial audits of the ICLTC and ESAAA for the three-year period of July 1, 2018, through June 30, 2021.

Kathy Chambers presented the findings of the draft audits of the ICLTC and ESAAA.

- ICLTC compliance finding: The RTPA is required to withhold funding from operators if no fiscal audit provided. ESAAA only provided one.
- ICLTC Compliance finding: Financial Transactions Report to the SCO have not been submitted timely and/or no record of submittal. It is the RTPA's responsibility to submit these and maintain the files.
- ICLTC Compliance finding: Late submittal of prior triennial performance audit. Due June 2019 for ESAAA and LTC, and June 2020 for ESTA. submitted in September 2020. Technically TDA funding should have been withheld until audit was completed.
- ICLTC Compliance finding: Documentation issue. RTPA required to submit to Caltrans certified completion of the Triennial Performance audit. Unable to locate.
- ICLTC Compliance finding: Article 4.5 claims have no evaluation criteria for ESAAA TDA claims. Two recommendations develop & adopt evaluation and performance criteria.
- ICLTC functional finding: Calculation of STA efficiency test for operating expenses. 2nd test has been calculated incorrectly. Recommend updating the calculation methodology for second test.
- ICLTC functional finding: Noted that the ICLTC's TDA claiming process is informal. Does not effectively evaluate productivity as required by the TDA. Claim forms missing information such as final budget, and no measure of adopted criteria in the claim forms, such as productivity evaluations, such as farebox recovery ratio. Recommend ICLTC update its claim process.
- ESAAA Compliance finding: Article 4.5 requires fiscal audit. The audit provided did not meet TDA requirements, which require audits be conducted annually, and to show the TDA funds as part of the full transportation program. Comply or RTPA is required to withhold funds.
- ESAAA Compliance finding: ESAAA does not have any productivity measures against which annual performance can be measured. Recommend adopting alternative performance measure. Farebox not appropriate. Potential alternative measures could

include a percentage of funding other than the TDA. Or a percentage increase in number of trips/bus passes provided. Should be meaningful but not unreasonable.

- ESAAA Compliance finding: ESAAA does not use the TDA definition for several performance measures, e.g., Vehicle service miles and hours, passengers, full time equivalent employees. Recommend using the TDA definitions in these measures. A sample trip log was provided to ESAAA.
- ESAAA Compliance finding: ESAAA has not been submitting its financial transaction reports on time. Establish who is responsible for this task.
- ESAAA Functional finding: ESAAA has been submitting preliminary budget documentation, not final.

Questions: Phil asked, he has not been sending Board approved budgets to the RTPA, is that required? Kathy replied that it only is required if there is a significant change to the budget. Present it as the actual budget, and that will be fine. Phil asked about the farebox ratio statistic. There have been discussions about not using it anymore. As far as Kathy knows, they haven't made any decisions. Now, operating costs exclusions have really changed and have made it more favorable for the transit operator. Chair Berg asked who is responsible for "owning" these items? Mike replied, we are talking about conducting ESAAA fiscal audit through the LTC fiscal auditor. John added, some of the items are reporting requirements within the LTC. We had a large delay with prior performance audits. John asked, regarding the FY22-23 ESAAA claim, whether the upcoming fiscal year claims should be approved by your commission. Kathy recommended that because the audits are in a draft state and not finalized, the Commission could approve the funding for this year, because they haven't been notified that they won't receive funding, they haven't had time to make alternate funding arrangements. It's kind of semantics and an issue of timing. Commissioner Muchovej clarified, so we can approve the funding for this year, but put them on notice that next year's funding will be withheld until they come into compliance. John added we have discussed internally, perhaps it would be possible for the LTC to ask the Commissioners to approve increasing the administrative and audits amount of the LTF and conduct the ESAAA fiscal audit through the LTC's auditor. Kathy stated that that is very common, to have the RTPA handle the fiscal audit contract of the operators. Commissioner Thompson reminded all that this is a recurring problem. We should have wording in the claim process to make it conditional. John added that the community transit users could be harmed by the reduction in funding, even though it is such a small amount (\$37K). Although this is listed as an action item, is an informational item. No action required. No public comment was made.

7. Request Commission approve Resolution No. 2022-04 apportioning and allocating Local Transportation Funds (LTF) for fiscal year 2022-2023.

Justine summarized the staff recommended LTF funding allocations to Administration, audits, bike and pedestrian programs, ESAAA, and ESTA totaling \$892,140. No public comment.

***Motion to approve was made by Commissioner Muchovej to approve Resolution No. 2022-04 and seconded by Commissioner Pucci. All in favor.**

John asked if we need a second motion to include the additional ESAAA fiscal audit? Yes, per Chair Berg.

***A second Motion was made by Commissioner Muchovej to approve Resolution No. 2022-04 with the stipulation that they conduct their audit for the next year (FY2021-2022) and seconded by Commissioner Pucci. All in favor.**

8. Request Commission approve Resolution No. 2022-05 allocating all of fiscal year 2022-2023 State Transit Assistance (STA) Funds as estimated as \$172,784 to Eastern Sierra Transit Authority (ESTA) for public transit operating and capital expenses.

Justine summarized staff's recommendation to allocate STA funds to ESTA in the amount of \$172,784 for the 2022-2023 fiscal year. Also noted that next year's claim forms will reflect the second efficiency standard metric to be utilized if the operating costs exceed CPI for the prior year. No public comment.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.**

9. Request Commission approve Resolution No. 2022-06 a resolution approving 1) the fiscal year 2021-2022 Federal Exchange Program and State Match Program Agreement, Agreement No. X22-6134(034) with the Department of Transportation in an amount of \$123,873; 2) apportioning and allocating Regional Surface Transportation Program (RSTP) funds to the County of Inyo and City of Bishop based on population, and 3) authorize the Executive Director to sign the Agreement.

Staff explained the RSTP exchange program and requested Commission allocate funds to the City of Bishop and to the County according to population, not mileage. No public comment.

***Motion to approve was made by Commissioner Muchovej and seconded by Commissioner Pucci. All in favor.**

10. Request Commission provide direction to staff regarding AB 2237, and if opposed, authorize via Minute Order the Executive Director to sign the opposition letter on behalf of the Inyo County Local Transportation Commission.

Justine provided an overview of the AB 2237 and its potential to jeopardize rural counties' ability to implement safety enhancing projects due the perception at the state level that they might induce GHG/VMT's. No public comment.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Garcia. All in favor.**

DISCUSSION ITEMS

11. Freeman Gulch Safety Improvements Project Discussion at the request of Commissioner Thompson.

Vice Chair Thompson has looked over the Caltrans proposal to spend \$32-\$34 million on striping and shoulders. We had this same scenario with the Olanca Cartago project. When that project went through, I think it was \$14 million, (the striping & shoulders) didn't really stop the head-on's and accident. The same technique was used from Adelanto to Kramer Junction. Within a short period of time the road is already starting to deteriorate. In terms of safety, it would be better to 4-lane, it's the only long-term solution. Adding another 3-6 feet of shoulder is just wasting asphalt, it's not a long-term solution. In terms of safety, installing K-rail on those 8 miles would be a lot less expensive, and maybe save some head-on's. He read a Caltrans report a few years ago that concluded that K-rails are not that effective at traffic control, so perhaps there's a discussion to be had. Fixing those 8 miles is going to be a long-term process using the MOU. There's only 8 miles left in Kern County. Recommends that Caltrans not spend that \$34 million on striping but put pressure on management to spend it on safety projects, but not on striping Freeman Gulch. Denee replied, District 9 agrees with the sentiment, D-9 has been directed to do any and other type of intermediary safety improvements possible, other than adding lanes. We haven't widened shoulders, added rumble strips, or median improvements out there. K-rails are not on the table. But centerline rumble strips are on the table. When we discussed the Freeman gulch 4-lane project with HQ, they drew a hard line. Freeman Gulch Segments 2 and 3 are still out there, not completely off the table, but deferred and delayed until these other fixes are in place. We continue to strive to communicate with HQ staff that especially in the rural areas, these are not capacity increasing projects, we repeat the same sentiment you were saying so eloquently. We did get a lot of public comment back from our survey. Many of the comments reflected what Doug was saying. When we get out of the realm of adding lanes equals adding capacity, we don't know when that will be, but we need to keep challenging those perspectives and bringing evidence from the rural side. At this point we have been given funding to implement this safety improvement project. Commissioner Muchovej brought up that the survey stated that depending on the comments the project may change or include additional components. Do we have a sense of the comments? Denee summarized that the highest level of respondents came from Ridgecrest area, there were > 90 responses. Fifty-nine responses requested 4-lane of SR 14.

INFORMATIONAL ITEMS

12. Fiscal year 2019-2020 audited financial statements of governmental activities, Planning Fund, and aggregate fund information of the ICLTC. No report, informational only.

13. ESTA Report

- ESTA Executive Director's Report

Commissioner Roeser asked about the Bishop Creek route. Phil has continued to recommend that the route be cancelled, it has been running 5 years, it's never exceeded productivity of 2 persons per hour. Requires a quite a high subsidy to maintain. At a recent Board meeting, some very eloquent hikers convinced the Board to direct Phil to continue the Bishop Creek route. A hiker survey revealed they are willing to pay more for the shuttle service. He is going to figure out how to keep it going for another year. It resumes this Friday, runs through Labor Day, 7 days per week, two trips

per day. Prices have increased to \$20 for visitors; locals are \$5 per one way fare. Commissioner Roeser wondered about marketing strategies on JMT & PCT forums, she will keep thinking about strategies to increase ridership on this route. Phil added that sometimes you just don't know until you try it, and occasionally a route just doesn't catch fire. We need to rally the locals. Phil brought up placing a sign at the bus shelter in front of the DMV on Line Street. Commissioner Muchovej wondered if a survey was conducted that asked about what time the service would be needed. Phil replied that they have good coverage, 8 am fir drop off and 4 pm for pick up. Jen asked again about marketing, what are they doing to market the route? Phil is open to ideas. Parking came up as an issue for locals. Forest Service Visitor Center, Chamber of Commerce, campgrounds were mentioned as good places to place flyers. Phil added that he chained an actual large sign at the trailhead. Commissioner Thompson added that we always miss the big parts. Seven days a week service, Lancaster to Reno. Some year we need to make that happen. Air service. We kind of got "stabbed in the back" to put I bluntly, we ended up with only one flight during the summer, thought there were going to be three flights all year long. Ought to look at TOT money to support transportation system. Also, look at ground transportation to and from the airport on Sunday. Doug has teamed up with Mammoth taxi for a pilot project to pick people up at Whitney Portal at 10 am then Lone Pine, Independence, and Big Pine, for transport to the airport and back up to Mammoth. Serves the hikers and the locals on Sundays. Entire economy of eastern Sierra is based on tourism. TOT needs to be used to bolster transportation. Commissioner Roeser asked how the driver recruitment is going? Phil reports he doesn't have enough drivers, but he does have 100% administrative staff. They are doing ok, but the Walker service needed to be cut to supplement Red's Meadow service. Commissioner Thompson offered an idea to have a driver in Lancaster and one in Reno. Might help with recruiting. Logistical challenge because it would require additional vehicles and maintenance in the outer locations.

14. Tribal Report

15. DVNP Report

16. Caltrans Report

Denee re-introduced Neil Peacock, District 9 Senior Transportation Planner. Pleased to have him on the team. New grant program coming out called Reconnecting Communities Grant Program. Call for projects June 30th. Justine should contact Adam Weitzmann for ideas Caltrans is bouncing around. ATP Cycle 6 deadline is today. Commissioner Roeser has been looking at ATP funding for the Veterans path in Big Pine, would it be suitable for the next ATP cycle? Denee thought it would be a good project for ATP due to the connectivity from campground to allow folks to walk into town. Maybe install a crossing across the highway, multi-use path, etc. Denee will let Adam know that this should be on the radar for next cycle. Justine mentioned that she will be scoring this cycle's ATP applications to get a feel for what a good project looks like. John Pinckney added that the program is really oversubscribed, and you really need a competitive application. Talked about a few ATP grant possibilities in Big Pine with the tribe, Tecopa-Shoshone, City of Bishop bike path. Neil chimed in that they are looking to improve the collaborative partnership, with a more focused and intentional approach to regional funding.

17. City of Bishop Report

Deston reported that they have resubmitted the ATP grant for the Sierra Street Bike path extension. The first application, which they put together in three days when he first became PW director, scored pretty well at 86. He thinks the current application will score higher, especially with the addition of Caltrans' multi-use path on south bound side, which now shows a greater need for connectivity to north-west side of Bishop. Agrees that if it doesn't make it through this round, then we will need to work together the next time. Would bring the kids right into the Siebu to school path, into the school and avoids town altogether. Great project, hoping to get there. The City did win the Spruce/Hanby street project. Closing a bid to create a sidewalk at Albright Avenue along west side of well field one between the parking and the fence, so the kids aren't walking down the middle of the road to get to swim lessons. Should be constructed before the next LTC meeting.

18. Executive Director's Report

Mike welcomed Neil to the group. Mike reported that John Urdi of MMLT presented an analysis of the commercial airport's achievements thus far to the BOS. Thought it was a good presentation. Right now, we have two flights a week to SF, and 6 flights a week Friday through Sunday will begin this Friday throughout the summer. Dark again in September, then will start up again with two flights a day. Denver was quite successful. Looking at expanding, but throttled by existing terminal, which is on the list to expand; also need to change out the fleet to move to more fuel-efficient plane (E175). Proud of the airport, well-used. North Round Valley bridge update: all the piles are in. This week they poured footings for abutments, vertical/visual activity occurring. Projecting late September early October for completion. Project study reports are happening on Old Spanish Trail and Horseshoe Meadows. A single lane section on HSM is a priority, we at first looked at a retaining wall, but that would be cost prohibitive. May be able to use some RMRA funds to begin repairs on that road next year. We have a new engineer; it's been a turn style of recruiting and losing people. Down 3.5 fiscal staff. But gaining traction with engineering staff.

19. Reports from all members of the Inyo County LTC

Commissioner Roeser mentioned a new development happening in Big Pine, the owner of Bristlecone Motel is developing an Extended Stay Hotel. Could help alleviate the recruitment problem for employers and offer a temporary place for new employees to stay while they seek housing. There will be EV stations as well. Also mentioned that there may be a Dallas route coming with the new E175's.

Commissioner Thompson brought up the need for an in person, special meeting to discuss the Tri-County MOU. We need to team up with Mono and Kern Counties. If we could all sit down in one place at the same time. The critical thing is the section from Kramer Junction to Ridgecrest, but it will never be addressed because it's San Bernardino County. We had partnered with them in the past. This last 8-mile section in Kern County is really critical. Kern is strapped because of traffic on highway 46 and 58. We all need to sit down at the same time, to figure out

how we're all going to make this work. If Mike or John can make a joint meeting happen. I don't know how the other Commissioners feel, but Kern County has really helped us out a lot, with Black Rock, Manzanar, the Highpoint in Mono County, they put in money. If we could help Kern County with their projects, such as the 46 or 58. Highway 46 is a deathtrap. We need to focus on the other areas, if we could sit down and make that happen.

Chair Berg concurred, and noted the upcoming agenda items, which includes the Tri County MOU, to be continued.

CORRESPONDENCE

ADJOURNMENT

Adjourned until 9 a.m., Wednesday July 20, 2022

UPCOMING AGENDA ITEMS

- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog
- LRSP update



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

July 20, 2022

9:04 a.m. Opened Meeting

1. Roll Call

Commissioners Present:

Jose Garcia

Doug Thompson

Jennifer Roeser

Celeste Berg

2. Public Comment

None

Others present:

Justine Kokx, Staff

ACTION ITEMS

- 3.** Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.

*Motion to approve was made by Commissioner Garcia and seconded by Commissioner Roeser
All in favor

ADJOURNMENT

Adjourned at 9:06 am



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

STAFF REPORT

MEETING: August 17, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Action Item No 3d.

Recommended Action

Approve via Minute Order Action Item No. 3d authorizing the Executive Director to sign the conflict-of-interest code biennial report for the ICLTC. No changes are being proposed. This is a biennial review required by the Political Reform Act (*See* Gov. Code § 87300).

Background

The Local Transportation Commission's conflict of interest code continues to be based on Regulation 18730, promulgated by the Fair Practices Commission (*See* 2 Cal. Code Regs. § 18730, subd. (a)). In December 2019, your Commission adopted Resolution No. 2019-10 approving minor changes to the Local Transportation Commission's conflict-of-interest code.

The Political Reform Act requires that every local government agency review their codes for potential amendment at least every two years (or more frequently if circumstances warrant) (*See* Gov. Code § 87306.5). Any amendment to the agency's code is subject to review by the agency's reviewing body.

If your Commission accepts this conflict-of-interest code with no changes, it will go before the Inyo County Board of Supervisors in its capacity as code-reviewing body.

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 11th day of February 2020 an order was duly made and entered as follows:

*County Counsel –
LTC Conflict of
Interest Code*

Moved by Supervisor Pucci and seconded by Supervisor Griffiths to approve a Conflict of Interest Code adopted by the Inyo County Local Transportation Commission. Motion carried unanimously.

WITNESS my hand and the seal of said Board this 11th
Day of FEBRUARY, 2020

Routing
CC X Purchasing Personnel Auditor CAO: Other: Public Works DATE: February 14, 2020



CLINT G. QUILTER
Clerk of the Board of Supervisors

A handwritten signature in black ink, appearing to read "Clint G. Quilter".

By: _____



County of Inyo



#14

County Counsel

CONSENT - ACTION REQUIRED

MEETING: February 11, 2020

FROM:

SUBJECT:

RECOMMENDED ACTION:

Request Board approve a Conflict of Interest Code adopted by the Inyo County Local Transportation Commission.

SUMMARY/JUSTIFICATION:

Your Board is the "code-reviewing body" for conflict-of-interest codes adopted by Inyo County agencies pursuant to requirements of the Political Reform Act. (See California Government Code sections 82011 and 87300 et seq.) The Inyo County Local Transportation Code recently adopted a new conflict of interest code. See attached resolution. I have reviewed it and find it meets applicable legal requirements. I recommend that your Board approve it.

BACKGROUND/HISTORY OF BOARD ACTIONS:

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

N/A

OTHER AGENCY INVOLVEMENT:

FINANCING:

ATTACHMENTS:

1. Inyo LTC Conflict of Interest Code Resolution No. 2019-10

APPROVALS:

Marshall Rudolph
John Pinckney
Michael Errante
Darcy Ellis

Created/Initiated - 1/24/2020
Approved - 1/29/2020
Approved - 1/30/2020
Approved - 1/30/2020

Marshall Rudolph

Final Approval - 1/30/2020

RESOLUTION NO. 2019- 10

**A RESOLUTION OF THE INYO COUNTY LOCAL TRANSPORTATION
COMMISSION ADOPTING A NEW CONFLICT OF INTEREST CODE**

WHEREAS, pursuant to Government Code, Section 87306.5, the Inyo County Local Transportation Commission has reviewed its Conflict of Interest Code and finds that some revisions are necessary; and

WHEREAS, the most expedient way to accomplish the necessary revisions is to adopt a new Conflict of Interest Code;


NOW, THEREFORE, BE IT RESOLVED by the Inyo County Local Transportation Commission that the Conflict of Interest Code attached hereto and incorporated herein by this reference is hereby adopted as the Conflict of Interest Code for the Commission and said Code shall supersede any other Conflict of Interest Codes previously adopted by the Commission.

PASSED AND ADOPTED by the Inyo County Local Transportation Commission on the 12th day of December 2019, by the following vote:

AYES: 5
NOES: 0
ABSTAIN: 0
ABSENT: 1



Chair
Inyo County Local Transportation Commission

ATTEST: 

Secretary
Inyo County Local Transportation Commission

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APPENDIX "A"

LIST OF DESIGNATED EMPLOYEES

<u>JOB TITLE</u>	<u>DISCLOSURE CATEGORY</u>
Commissioner	1
Staff Advisors	1
Legal Counsel	1
Consultant	1*

*Commission Legal Counsel may determine in writing that a particular consultant, although a "designated employee," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this Appendix. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. Commission Legal Counsel's determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

JOB TITLE DEFINITIONS:

"Commissioner" means a member of the Inyo County Local Transportation Commission.

"Staff Advisor" means the Executive Director and any other person who acts as staff to the Commission and who has authority to obligate or to negotiate, make or participates in the making of Commission decisions.

"Legal Counsel" means such legal counsel as the Commission may choose to utilize.

"Consultant" means any individual or entity meeting the definition of consultant promulgated in regulations of the Fair Political Practices Commission.

APPENDIX "B"

LIST OF DISCLOSURE CATEGORIES

Disclosure category

1

All reportable investments, income, business positions, and interests in real property.

JOHN-CARL VALLEJO
County Counsel

GRACE CHUCHLA
Assistant County Counsel

CHRISTIAN MILOVICH
Deputy County Counsel



MALLORY WATTERSON
Administrative Legal Secretary

P.O. Box M, 224 N. Edwards St.
Independence, CA 93516
760 878-0229

1360 N. Main St. Suite 256
Bishop, CA 93514

OFFICE OF THE COUNTY COUNSEL

TO: Department Heads

REMINDER

FROM: John-Carl Vallejo, County Counsel

DATE: June 10, 2022

SUBJECT: DEPARTMENT'S CONFLICT OF INTEREST CODE BIENNIAL REVIEW

Inyo County Ordinance Number 931 (County Code Section 2.83.050) requires that each department conducts a biennial review of its conflict of interest code. As the reviewing body, the Board of Supervisors will review each department's conflict of interest code to ensure compliance with applicable law, and to ensure that such code properly reflects organizational changes, and reassignment or reclassification of duties.

County Ordinance Number 931 requires each department to:

1. Biennially, on or after July 1st of every even-numbered year, review its conflict of interest code;
2. If necessary, prepare amendments to its conflict of interest code reflecting changes in applicable law, organizational structure, or reclassification of duties, and submit such proposed changes to the Office of County Counsel for review; and
3. Biennially submit a report to the Office of County Counsel no later than October 1st of every even-numbered year certifying that the Department has reviewed its conflict of interest code and that no changes are necessary, or that amendments are necessary and will be submitted within 90 days.

A 2022 Departmental Conflict of Interest Code Biennial Report Form is enclosed for your use. Please complete the form and return it to this office by **October 1, 2022**. Early responses are appreciated, especially if you anticipate amending your code, to give our office an adequate opportunity for review.

Also, please find attached a County of Inyo's Conflict of Interest Code form to be used should your Departmental Conflict of Interest Code need revision or amendment. We have the forms in a PDF format. If you would rather have them emailed to you, please contact Mallory at mwatterson@inyocounty.us.

Should you have any questions, please do not hesitate to contact our office.

Enclosures - Standard County of Inyo Conflict of Interest Code Form
- Departmental Conflict of Interest Code Biennial Report

2022 DEPARTMENTAL CONFLICT OF INTEREST CODE BIENNIAL REPORT

Inyo County Ordinance No. 931 requires each department submit to the Board of Supervisors a biennial report identifying changes in its Conflict of Interest Code, or a statement that their code is not in need of amendment. Such reports shall be submitted to the Office of County Counsel for approval no later than October 1, of each even-numbered year. Once reviewed, the Office of County Counsel will submit all reports to the Board for their approval.

###

This department has reviewed its conflict of interest code and has determined that:

- (1) Our department's code accurately designates all positions which make or participate in the making of governmental decisions; that the disclosure assigned those positions accurately requires the disclosure of all investments, business positions, interests in real property and sources of income which may foreseeably be affected materially by the decisions made by those designated positions; and further that the code includes all other provisions required by Government Code Section 87302; or,

- (2) Our department's code is in need of amendment. We have determined that the following amendments are necessary (check applicable items):
 - Include new positions which must be designated.
 - Make changes to the reportable sources of income, investments, business positions, or real property.
 - Make changes to the titles of positions assigned.
 - Delete positions which have been abolished or changed.
 - Change or add the provisions required by Government Code Section 87302.

Contact Person _____
Department _____
Mailing Address _____
Date of Review of Departmental Conflict of Interest Code _____

Signature of Department Head

Note: Government Code Section 87306 requires that when a department has determined that amendments are necessitated by changed circumstances, the amendments or revisions shall be submitted to the code reviewing body within 90 days.

STAFF REPORT

Subject: State of Good Repair Program: 2022-23 Project List

Initiated by: Phil Moores, Executive Director – Eastern Sierra Transit

BACKGROUND:

SB-1 legislation provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee is transferred to the State Controller's Office (SCO) for the SGR Program, which is managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

ANALYSIS/DISCUSSION:

The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems. Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to the Department. Each project proposal must include a description and location of the project, a proposed schedule for the project's completion, and an estimated useful life of the improvement. The Department will provide the SCO a list of all agencies that have submitted all required information and are eligible to receive an apportionment of funds. Each recipient agency is required to submit an Annual Expenditure Report on all activities completed with those funds to the Department. Each agency must also report the SGR revenues and expenditures in their annual Transportation Development Act Audit.

SGR funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
 - New maintenance facilities or maintenance equipment if needed to maintain the existing transit service

The January 31, 2022 estimate of available SGR funds for FY 2021/22 identifies a total of \$ 78,840 in available SGR funding. Of this total SGR allocation, \$28,459 is from Inyo County population-based SGR, \$20,383 is Mono County population-based and \$29,998 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$8,999.40 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first quarter's allocation to eligible agencies will be paid by November 30, 2022. In order to be able to receive funding for Fiscal Year 2022-23, eligible operators must submit an approved Project List to Caltrans by September 1, 2022. A resolution documenting this approval is also included.

RECOMMENDATION

The Commission is requested to approve Resolution #2022-07, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2022-23.

Submittal Report

SGR-C14-FY22/23-0725-001

FY 22/23

Submittal Details

Program State of Good Repair Program	Agency Eastern Sierra Transit Authority	Date Created 07/28/2022	Date Submitted	Date Approved
Address 565 Airport Road	City Bishop	State CA	Zip Code 93514	
Contact Dawn Vidal		Contact Title Administration Manager		
Contact Phone (760) 872-1901		Contact Email dvidal@estransit.com		
Support Documentation 8/8/2022 ESTA Board Report, Inyo, Mono and ESTA resolutions.		Additional Information Draft Resolutions will be replaced with signed versions once available.		

Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
FY 22-23 Inyo - Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue.	Rolling Stock/Fleet	Repair	3	07/01/2022	06/30/2023	\$28,459	\$0
FY 22-23 Mono - Repaid &	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue	Rolling Stock/Fleet	Repair	3	07/01/2022	06/30/2023	\$20,383	\$29,998

RESOLUTION #) 2022-07
AUTHORIZATION FOR THE EXECUTION OF THE
REGIONAL ENTITIES APPROVING PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, the Inyo County Local Transportation Commission is an eligible recipient and may receive State Transit Assistance funding from the State of Good Repair Program (SGR) now or sometime in the future for transit capital projects; and

WHEREAS, the statutes related to state-funded transit capital projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible recipients (local agencies); and

WHEREAS, the Inyo County Local Transportation Commission approves the project list for the PUC 99313 apportionment.

WHEREAS, the Inyo County Local Transportation Commission concurs and approves the project list from the operators for the PUC 99314 apportionment.

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission approves the region’s State of Good Repair project list for **FY 22/23**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Inyo County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation. Passed and adopted this 17th day of August, 2022, by the following vote:

By the following vote: Ayes: Noes: Abstain: Absent:

Celest Berg, Chair

Attest: _____
Justine Kokx, Commission Secretary

Action Item No. 4



Michael Errante Executive Director



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q INDEPENDENCE, CA 93526

PHONE: (760) 878-0201

FAX: (760) 878-2001

STAFF REPORT

MEETING: August 17, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Amendment No. 3 of contract with LSC Transportation Consultants, Inc.

Recommended Action

Staff recommends your Commission approve via Minute Order amending the contract with LSC Transportation Consultants, Inc. in the amount of \$21,790 to include additional scope of work for technical assistance on three grants, thereby increasing the maximum allowable amount of the contract to \$200,677 and extending the term of the contract to June 30, 2024.

Summary Discussion

In April 2018, your Commission approved a five-year contract with LSC Transportation Consultants, Inc. to complete the 2019 Regional Transportation Plan (RTP), and the 2023 update to the RTP. An amendment to prepare an ATP grant proposal was completed in 2019, which was successfully funded. A second amendment was done in October 2021 to prepare the Local Road Safety Plan (LRSP), a requirement for HSIP grant funding, and a revised estimate for the 2023 RTP.

This will be the third amendment to the contract with LSC Transportation Consultants, Inc. The ICLTC will benefit from LSC's assistance and expertise with three upcoming grant applications. These are the Sustainable Transportation Planning grant, the Highway Safety Improvement Program (HSIP) grant, and the Cycle 7 Active Transportation Program (ATP) grant. The Sustainable Transportation Planning grant cycle begins in October 2022. The purpose of the grant is to fund local and regional projects that further the State's GHG reduction goals. LSC will assist with an electric vehicle (EV) charging infrastructure planning and feasibility study proposal. The HSIP grant cycle is currently underway and requires a Local Road Safety Plan (LRSP) be implemented as a condition of the grant. LSC has provided an initial LRSP memo that is included in this agenda's packet. This memo delivers local road safety data and "hot spot" data that serve as the basis for a HSIP grant application. The next ATP grant cycle begins in 2023. This is a highly competitive program that is intended to increase active transportation and connections within and between communities and is heavily focused on disadvantaged communities.



LSC Transportation Consultants, Inc.

2690 Lake Forest Road, Suite C

P.O. Box 5875

Tahoe City, CA 96145

530-583-4053 ▲ FAX: 530-583-5966

info@lsctrans.com ▲ www.lsctrans.com

July 15, 2022

John Pinckney
Inyo County Local Transportation Commission
P.O. Drawer Q
Independence, CA 93526

SUBJECT: Inyo County Transportation Planning Assistance Work Scope and Cost Estimate

Dear Mr. Pinckney:

Below is a proposed Work Scope and Cost Estimate for additional transportation planning assistance as per the April 2018 agreement with Inyo County. Inyo County is interested in preparing several transportation related grants in an effort to advance needed transportation improvement projects and plans for the region. These include the 1) Sustainable Transportation Planning Grant, 2) Highway Safety Improvement Program (HSIP) and 3) Active Transportation Program. LSC has put together a work scope and cost estimate to prepare one of each of these three grants. LSC will be happy to work with you to ensure that the work scope reflects the goals of Inyo County.

SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe and reliable transportation network that serves all people and respects the environment. Example eligible planning projects include: Climate Change related plans, Corridor and Freight Plans, Multi-Modal Plans and Safety Plans.

TASK 1: Main Application

First, LSC will hold a zoom meeting with Inyo County staff to discuss the transportation planning project for which grant funding will be requested. Next, LSC will review the 2022 Grant Guidelines. LSC will complete the cover page and answer the narrative questions section of the application.

TASK 2: Scope of Work and Cost Estimate

LSC will work closely with Inyo County staff to develop a work scope and cost estimate for the transportation planning project.

TASK 3: Supplemental Documentation and Application Submittal

As applicable, LSC will reach out to stakeholders to gather Letters of Support for the project. An LSC graphics technician will be available to create a map of the project area.

Lastly, LSC will compile all application parts and send to Inyo County staff and Caltrans District 9 staff liaison for review and comment. After approval, LSC will submit the application to Caltrans, if requested.

It is estimated that preparing a Sustainable Transportation Planning Grant Application will take:

- 2 hours of Principal time
- 40 hours of Associate time
- 4 hours of Graphics Technician time

Total cost estimate of \$7,400. Sustainable Transportation Planning Grant Applications will be due in October 2022.

<i>Inyo County Sustainable Community Transportation Planning Grant Application</i>						
Cost Estimate		Personnel and Hourly Rates			Total Hours	Costs
Task	Total Rate	Project Principal \$230.00	Associate \$165.00	Graphics Technician \$85.00		
1 Main Application		0	18	0	18	\$2,970
2 Scope of Work and Cost Estimate		1	18	0	19	\$3,200
3 Supplemental Documentation and Application Submittal		1	4	4	9	\$1,230
Total Hours		2	40	4	46	\$7,400
TOTAL COSTS						\$7,400

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a Federal-aid grant program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Inyo County is in the process of completing a Local Roadway Safety Plan (LRSP) which will identify unsafe roadway locations in the county and recommend countermeasures to increase safety. An agency must have a finalized LRSP completed by the application deadline of September 12th.

Task 1: Basic Project Information and Narrative Questions

There are two funding categories for the HSIP application: 1) Benefit Cost Ratio (BCR) and 2) Funding Set-Aside. Funding Set-Aside projects include: guardrail upgrades, pedestrian crossing enhancements, installing edge lines, bike safety improvements and tribes). BCR applications involve more detailed analysis. This work scope assumes the grant application will be a BCR application.

First, LSC will hold a zoom meeting with Inyo County staff to discuss the safety project for which grant funding will be applied. Next, LSC will review the 2022 Grant Guidelines and application. LSC will complete the basic project information section and answer the narrative questions.

Task 2: Application Attachments

Local Roadway Safety Plan Certification – LSC will work with Inyo County staff to complete and attach the Local Roadway Safety Plan Certification form.

Engineers Checklist – LSC will coordinate with Inyo County staff to complete the Engineers Checklist. According to the guidelines, the checklist must be stamped and signed by Inyo County's Transportation/Traffic Engineering Manager.

Vicinity and Location Map – LSC will prepare a vicinity and location map which will allow the reviewer to quickly pinpoint the project's location in the local agency.

Project maps/plans Showing Existing and Proposed Conditions – LSC will prepare maps which show the limits of the proposed improvements, right-of-way boundaries and that the proposed improvements are technically feasible and design standard are expected to be met including: lane widths, turning movements, lane transitions/off-sets sight distance, etc.

Pictures of Existing Conditions – This work scope assumes that Inyo County staff will be able to take pictures of existing conditions and that a site visit will not be necessary.

HSIP Analyzer – LSC will download from the Caltrans website and complete the HSIP Analyzer tool for the project.

Collision Diagram – LSC will prepare collision diagrams showing the details outlined in the Engineer's Estimate.

Collision List - LSC will prepare a collision list showing the details outlined in the Engineer's Estimate.

Task 3: Application Review and Submittal

LSC will send Inyo County the Draft application to review. Comments will be incorporated into the Final Application which will be submit electronically by LSC by September 12th, 2022.

It is estimated that preparing a HSIP Grant Application will take:

- 4 hours of Principal time
- 40 hours of Engineer time
- 16 hours of Graphics Technician time

Total cost estimate of \$6,880 for one application.

<i>Inyo County Highway Safety Improvement Program Grant Application</i>						
Cost Estimate		Personnel and Hourly Rates			Total Hours	Costs
Task	Total Rate	Project Principal \$230.00	Engineer \$115.00	Graphics Technician \$85.00		
1	Basic Project Information and Narrative Questions	1	9	0	10	\$1,265
2	Application Attachments	2	30	16	48	\$5,270
3	Application Review and Submittal	1	1	0	2	\$345
	Total Hours	4	40	16	60	\$6,880
	TOTAL COSTS					\$6,880

ACTIVE TRANSPORTATION PROGRAM

The purpose of the Active Transportation Program (ATP) is to fund projects which encourage increased use of active modes of transportation and advance the state’s greenhouse gas reduction goals. In recent years, funding cycles have occurred every other year. The last grant application cycle was due June 2022.

Task 1: ATP Application Part A – General Application Questions

The Consultant Team will work with Inyo County to complete the following sections of Part A of the application:

- Applicant information
- General project information
- Project type
- Project details
- Project location map

County staff will be primarily responsible for the following sections of Part A. LSC will be available to answer questions regarding how these sections should be completed:

- Project schedule
- Engineers Estimate
- Project Layout/Plans

Task 2: ATP Application Part B - Narrative Questions

Part B includes the narrative section of the applications. With data supplied by Inyo County, LSC will draft the narrative text and assist with the provision of documentation materials. As such, LSC assumes that Inyo County will provide the following:

- Updated project descriptions
- Available traffic counts, bicycle and pedestrian on affected roadways

LSC will be responsible for the remainder of Part B including:

- Answering the narrative questions in Part B
- Contacting the California Conservation Corp
- Acquiring letters of support

This work scope does not assume a site visit. Therefore, LSC will rely on Inyo County staff to provide detailed descriptions of the project, as well as photos.

Task 3: Compiling Application Material

LSC will be responsible for gathering all application materials and attachments and submitting the electronic application to Caltrans prior to the deadline.

It is estimated that preparing an ATP Grant Application will take:

- 1 hour of Principal time
- 40 hours of Associate time
- 8 hours of Graphics Technician time

Total cost estimate of \$7,510 for one application.

<i>Inyo County Active Transportation Program Grant Application</i>						
Cost Estimate		Personnel and Hourly Rates			Total Hours	Costs
Task	Total Rate	Project Principal \$230.00	Associate \$165.00	Graphics Technician \$85.00		
1	Part A - General Application Questions	0	15	4	19	\$2,815
2	Part B - Narrative Questions	0	20	4	24	\$3,640
3	Compiling Application Material and Submittal	1	5		6	\$1,055
	Total Hours	1	40	8	49	\$7,510
	TOTAL COSTS					\$7,510

LSC is happy to work with Inyo County and the Inyo County Local Transportation Commission to revise this work scope and cost estimate to meet the needs of the commission.



Respectfully submitted,
LSC TRANSPORTATION CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "Genevieve Evans".

Genevieve Evans, AICP
LSC Transportation Consultants, Inc.

Action Item No. 5



Michael Errante Executive Director

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



STAFF REPORT

MEETING: August 17, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Revised Fiscal Year 2021-2021 and 2022-2023 Transportation Development Act, Local Transportation Fund Apportionment and Allocations

Recommendation

Rescind Resolution No. 2022-04 and approve Resolution No. 2022-08 to remove ESAAA’s FY 2022-2023 allocation of \$37,050 and accept the return of ESAAA’s FY2021-2022 LTF allocation of \$38,022, both amounts for redistribution to ESTA.

Background

On June 15, 2022, your Commission approved Resolution No. 2022-04, allocating LTF funding to all claimants; to the ICLTC for audits and administration, to bicycle and pedestrian “set-aside”, to ESAAA for community transit purposes, and to ESTA as the transit operator. The latest performance audit report found that ESAAA was not compliant with the fiscal audit requirement. Due to the short notice of the finding and the need to allocate LTF funds prior to June 30th, your Commission approved allocating FY 22-23 LTF funds to ESAAA with the condition that ESAAA conduct their expanded fiscal audit of FY 21-22 as per the two prior performance audit recommendations. Your Commission resolved that future allocations shall be withheld until they come into compliance.

Subsequent to this June 15th meeting, discussions ensued between staff, the fiscal audit contractor, and the County auditor as to how to accomplish this expanded type of audit for ESAAA. It was determined that the expanded audit would require a restructuring of the ESAAA budgetary “infrastructure”, which would incur additional indirect costs, would create additional burden on the ESAAA fiscal and program staff in terms of tracking and allocating other revenues, and finally, that the amount of funding is too small to justify the additional complexity and the cost of expanded audits. ESAAA has therefore declined the LTF funding for fiscal year 2022-2023 of \$37,050. They intend to return the FY 2021-2022 fiscal year funding in the amount of \$38,022 as well.

Estimate

The estimate is a rolling ten-year average of the amount of TDA funds received in the past, as supplied by the Inyo County Auditor. The resulting FY 2022-2023 estimate is \$892,140. Section 4A of the Inyo County LTC Organization and Procedures Manual sets forth the procedures for allocation of TDA funds in the upcoming fiscal year. As such, the ICLTC shall revise its allocations from the Transportation Development Act, LTF Fund as follows:

Administrative Allocation - The cost amount programmed for TDA Administration is \$89,214.

Audits – There is one performance audit included in FY22-23 estimated at \$40,000. The fiscal audit is estimated at \$6,798.

Bicycle and Pedestrian Facilities Allocation - Two percent of the remaining amount is \$15,123. These funds will be set aside for bicycle and pedestrian facilities. To use these funds, the County and/or City will then need to gain approval from the LTC on a project-specific basis.

ESTA Public Transit Service Allocation - ESTA is an eligible public transit provider to receive funding under Article 4, Section 99260(a) of the TDA. The remaining TDA funds are eligible to be allocated for public transit services. The entire remaining amount of \$741,005 is proposed for allocation to ESTA. An additional \$38,022 of FY 2021-2022 funds to be returned by ESAAA is proposed to be re-allocated to ESTA.

Attachments:

- Original June 15, 2022, Staff Report and Resolution No. 2022-04 apportioning and allocating TDA revenues to ESTA & ESAAA
- Resolution No. 2022-08
- Email dated 08/08/2022 confirming ESAAA declines LTF funding
- Resolution No. 2021-07

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2022-08**

**A RESOLUTION RE-ALLOCATING LOCAL
TRANSPORTATION FUNDS FOR THE FISCAL YEARS
2021-2022 & 2022-2023**

WHEREAS the Inyo County Local Transportation Commission (ICLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS the Transportation Development Act (TDA) claimants have submitted claims for FISCAL YEAR 2022-2023 TDA funds pursuant to Article 4.5 and Article 8 of the California Public Utilities Code; and

WHEREAS, ICLTC has analyzed the claims and determined that the claims conform to the provisions of the TDA including the provision of PUC 99275.5.

WHEREAS, on June 15, 2022, The ICLTC approved Resolution No. 2022-04, allocating **\$892,140** of LTF funding to the following claimants: to the ICLTC, to the bicycle and pedestrian set-aside, to Eastern Sierra Area Agency on Aging (ESAAA), and to Eastern Sierra Transit Authority (ESTA), and

WHEREAS, ICLTC has been informed that ESAAA has declined the fiscal year 2022-2023 apportionment of **\$37,050** as outlined in Resolution No. 2022-04 dated June 15, 2022, and

WHEREAS, ICLTC has been informed that ESAAA intends to return the fiscal year 2021-2022 LTF funds in the amount of **\$38,022** to the ICLTC LTF fund account, and

WHEREAS the funds that ESAAA has declined would otherwise have been allocated to ESTA following Section 4A of the ICLTC Organization and Procedures Manual, and

WHEREAS it is estimated that **\$892,140** of fiscal year 2022-2023 and **\$38,002** of fiscal year 2021-2022 ICLTC-administered funds will be available for apportionment and allocation in fiscal year 2022-2023; and

THEREFORE the following disbursements will be made. In accordance with the adopted ICLTC Overall Work Program, **\$89,214** of LTF has been committed to administration per Section 99233.1., **\$46,798** has been committed to audits and based upon prior action of the ICLTC, and in accordance with Section 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$15,123**, will be “set-aside” for bicycle and pedestrian facilities. The ICLTC has reviewed the pending ESTA proposed Inyo County and City of Bishop transit system budget and allocates the remainder of fiscal year 2022-2023 LTF funds (**\$741,005**) and (**\$38,022**) of fiscal year 2021-2022 to ESTA in fiscal year 2022-2023 under Public Utilities Code Section 99260(a), and

NOW, THEREFORE BE IT RESOLVED that the Inyo County Local Transportation Commission does hereby apportion and allocate LTF funds in fiscal year 2022-2023 as

follows:

1. **\$89,214** for LTC administration, Public Utilities Code 99233.1.
2. **\$46,798** for LTC auditing costs, Public Utilities Code 99233.1.
3. **\$15,123** or 2% of remaining LTF moneys for bicycle and pedestrian “set-aside” to be used anywhere in the County and/or City, Public Utilities Code 99233.3.
4. **\$741,005** of remaining fiscal year 2022-2023 LTF funds allocated to the Eastern Sierra Transit Authority for operating costs in Inyo County and the City of Bishop, Public Utilities Code Section 99260(a).
5. **\$38,022** of fiscal year 2021-2022 LTF funds returned by ESAAA will be allocated to the Eastern Sierra Transit Authority for operating costs in Inyo County and the City of Bishop, Public Utilities Code Section 99260(a).

BE IT FURTHER RESOLVED that this action is taken in conformance with the Inyo County Regional Transportation Plan (RTP) and with the Commission’s earlier action defining current “Unmet Needs” and that are “Reasonable to Meet.”

Passed and adopted this 17th day of August 2022, by the following vote

Ayes:
Noes:
Abstain:
Absent:

Celeste Berg, Chair
Inyo County Local Transportation Commission

Attest:

Justine Kokx, Staff
Inyo County Local Transportation Commission

The screenshot shows the Outlook 'Message' ribbon with various action buttons like Reply, Forward, and Delete. Below the ribbon, the email header for 'ESAAA TDA Funds' is visible, including the sender's name 'Christie Martindale', recipient list, and the date 'Mon 8/8/2022 3:38 PM'.

I'm writing to confirm that ESAAA is not going to accept the LTC's allocation for 22/23 and is also going to return the 21/22 allocation. Each entities board should be made aware of this. Once I have confirmation the journal entries can be made to return last year's allocation.

Christie Martindale, RHIT, PHR
Assistant Auditor Controller
County of Inyo
PO Drawer R
Independence, CA 93526
760-878-0253 (office)
760-937-4304 (cell)

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2022-04**

**A RESOLUTION APPORTIONING AND ALLOCATING LOCAL
TRANSPORTATION FUNDS FOR THE FISCAL YEAR 2022-2023**

WHEREAS, the Inyo County Local Transportation Commission (ICLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS, the Transportation Development Act claimants have submitted claims for FY 2022-2023 TDA funds pursuant to Article 4.5 and Article 8 of the California Public Utilities Code; and

WHEREAS, ICLTC has analyzed the claims and determined that the claims conform to the provisions of the Transportation Development Act including the provision of PUC 99275.5.

WHEREAS, it is estimated that **\$892,140** of ICLTC-administered funds will be available for apportionment and allocation in fiscal year 2022-2023; and

WHEREAS, the following disbursements will be made. In accordance with the adopted ICLTC Overall Work Program, **\$96,012** of LTF has been committed to administration per Section 99233.1., **\$40,000** has been committed to audits and, based upon prior action of the ICLTC, and in accordance with Section 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$15,123**, will be “set-aside” for bicycle and pedestrian facilities. Also, **\$37,050** (app. 5% of the remaining LTF) will be allocated to the Eastern Sierra Agency on Aging (ESAAA) under Article 8 of the Transportation Development Act for medical escort service for seniors and other transit dependent adults. ESAAA is responding to a transit need that is not otherwise being met by ESTA. The ICLTC has reviewed the pending ESTA proposed Inyo County and City of Bishop transit system budget and allocates the remainder of TDA funds in FY 2022-2023 (**\$703,955**) to ESTA under Public Utilities Code Section 99260(a), and

NOW, THEREFORE BE IN RESOLVED that the Inyo County Local Transportation Commission does hereby apportion and allocate FY 2022-2023 LTF funds as follows:

1. **\$96,012** for LTC administration, Public Utilities Code 99233.1.
2. **\$40,000** for LTC auditing costs, Public Utilities Code 99233.1.
3. **\$15,123** or 2% of remaining LTF moneys for bicycle and pedestrian “set-aside” to be used anywhere in the County and/or City, Public Utilities Code 99233.3.

4. **\$37,050** of LTF apportioned and allocated to Eastern Sierra Agency on Aging (ESAAA) for medical escort service for seniors and other transit dependent adults in Inyo County and the City of Bishop, Article 4.5 of the Transportation Development Act.
5. **\$703,955** of remaining LTF apportioned and allocated to the Eastern Sierra Transit Authority for operating costs in Inyo County and the City of Bishop, Public Utilities Code Section 99260(a).

BE IT FURTHER RESOLVED that this action is taken in conformance with the Inyo County Regional Transportation Plan (RTP) and with the Commission’s earlier action defining current “Unmet Needs” and that are “Reasonable to Meet.”

Passed and adopted this 15th day of June 2022, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Celeste Berg, Chair
Inyo County Local Transportation Commission

Attest:

Justine Kokx, Staff
Inyo County Local Transportation Commission



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: June 15, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Fiscal Year 2022-2023 Transportation Development Act (TDA)
Apportionment and Allocations

Recommendation

Adopt Resolution No. 2022-04 apportioning and allocating Local Transportation Funds (LTF) for Fiscal Year 2022-2023.

Background

This report gives an overview of the combined TDA allocation resolution to be considered by your Commission at this meeting for Fiscal Year 2022-2023. TDA funds are derived from a ¼% of the California Sales Tax in Inyo County. The table on the next page summarizes the amount of TDA funds received by the Inyo County LTC and how those funds have been allocated in the last ten budget cycles. Section 4A of the Inyo County LTC Organization and Procedures Manual sets forth the procedures for allocation of TDA funds in the upcoming fiscal year.

The ICLTC shall make allocations from the TDA Fund annually in accordance with the following priorities:

1. To the ICLTC, such sums as are necessary to meet its expenses in the performance of the administrative duties assigned under the Act.
2. Thereafter, up to two percent (2%) of the remaining available funds county-wide may be set aside to be allocated for pedestrian and bicycle facilities anywhere in the County.
3. Thereafter, up to five percent (5%) of the remaining funds may be set aside to be allocated under Article 4.5 of the Act for “community transit services, including such services for those, such as the disabled, who cannot use conventional transit services.” Claims may be filed under Article 4.5 of the Transportation Development Act.
4. Thereafter, to operators of public transportation systems, such monies as are approved by the ICLTC for claims presented pursuant to Article 4 Section 99260 of the P.U.C. Code;

and to applicants contracting for public transportation services in accordance with Article 8 Section 99400(c).

5. Thereafter, to the County of Inyo and the City of Bishop such monies (up to and including the apportionment allowed based on the latest department of Finance figures) approved by the ICLTC for claims presented pursuant to Article 8, Section 99400(a) involving projects for local streets and roads including facilities provide for exclusive use by pedestrians and bicyclists.

Estimate

In accordance with the above, the LTC is responsible for the apportionment and allocation of TDA funds. LTC staff notified Eastern Sierra Transit Authority (ESTA) and Eastern Sierra Area Agency for Aging (ESAAA) of estimated TDA funds available for allocation in the 2022-2023 Fiscal Year. The estimate is a rolling ten-year average, as supplied by the Inyo County Auditor, of the amount of TDA funds received in the past. The resulting FY 2022-2023 estimate is \$892,140, 3% higher than last year's. Staff is recommending that you allocate the full estimated amount.

History

Fiscal Year	Over / Under	Amount Received from State	ESTA Operating Expense ¹	ESAAA Operating Expenses	Bicycle and Pedestrian	Admin. & Audits	Total Allocations
09-10	-65,502	\$745,137	\$718,567	\$40,532	\$16,328	\$35,212	\$810,639
10-11	+10,094	\$808,953	\$716,689	\$37,762	\$15,413	\$28,212	\$798,859
11-12	+76,257	\$832,507	\$677,803	\$35,674	\$14,561	\$28,212	\$756,250
12-13	+70,846	\$868,134	\$705,770	\$37,145	\$15,161	\$39,212	\$797,288
13-14	-85,170	\$763,558	\$753,660	\$39,666	\$16,190	\$39,212	\$848,728
14-15	-4,446	\$850,948	\$770,108	\$40,531	\$16,543	\$28,212	\$855,394
15-16	+60,722	\$881,963	\$720,622	\$37,927	\$15,480	\$47,212	\$821,241
16-17	-2,658	\$846,572	\$748,582	\$39,399	\$16,060	\$46,189	\$849,230
17-18	+103,290	\$943,519	\$743,855	\$39,150	\$15,979	\$41,245	\$840,229
18-19	+84,962	\$988,844	\$782,785	\$41,199	\$16,816	\$63,078	\$903,882
19-20	+111,738	\$958,545	\$746,836	\$39,307	\$16,043	\$44,621	\$846,807
20-21	+291,013	\$986,804	\$576,866	\$30,361	\$12,392	\$76,171	\$695,791
21-22		\$869,739 (est.)	\$722,425	\$38,022	\$15,519	\$93,773	\$869,739
21-22	30%	Reserve Dist.	\$319,511	\$16,816	\$6,864	\$38,132	\$381,323
22-23		\$892,140 (est.)	\$703,955	\$37,050	\$15,123	\$136,012	\$892,140

Apportionment

Inyo County Findings of Apportionment					
Local Transportation Funds for Fiscal Year 2022-2023 ¹					
Jurisdiction	Pop. ²	% of Total County Population	% of Population within ESTA & ESAAA District	ESAAA Operating Expenses	Remaining Amount for ESTA
Bishop	3,804	20%	100%	\$7,412	\$140,821
Inyo Co.	15,212	79.9%	100%	\$29,638	\$563,134
Total	19,016	100%		\$37,050	\$703,955

¹ Estimate based on 10-year rolling average of FY 2020-2021.

² U.S. Census 2020

The Inyo County LTC is required to apportion TDA funds to the County and City in accordance with the TDA Guidelines. For a county without a transit district, apportionments are made for the incorporated area of each city and for the county's unincorporated area. Eastern Sierra Area Agency for the Aging (ESAAA) and ESTA both provide transit services to 100% of the City and of the County so the apportionment is more of a formal exercise than a practical one. Therefore, the amount of funds ESAAA and ESTA receive will not change. A fixed percentage of the funds to the transit agencies will come from both the City and the County. Resolution No. 2022-04 will memorialize the apportionment shown below.

Allocation

The following allocations are set forth as part of Resolutions No. 2022-04.

Administrative Allocation - The cost amount programmed for TDA Administration is \$89,214.

Audits – There is one performance audit included in FY22-23 estimated at \$40,000. The fiscal audit is estimated at \$6,798.

Bicycle and Pedestrian Facilities Allocation - Two percent of the remaining amount is \$15,123. These funds will be set aside for bicycle and pedestrian facilities. To use these funds, the County and/or City will then need to gain approval from the LTC on a project-specific basis.

Community Transit Services Allocation - ESAAA, the senior program for Inyo County, provides community transit services, and is eligible to receive up to 5% of the TDA funds. FY 2012-2013 was the first year of operation for ESAAA. ESAAA continued the same transit services as offered by IMAAA. The ESAAA claim is made under Article 4.5 of the TDA. The proposed allocation of \$37,050 is five percent of the remaining funds.

ESTA Public Transit Service Allocation - ESTA is an eligible public transit provider to receive funding under Article 4, Section 99260(a) of the TDA. The remaining TDA funds are eligible to be allocated for public transit services. The entire amount of \$703,955 is proposed for allocation to ESTA.

Evaluation of Allocation Requests

ESTA

- A. ESTA is eligible to receive Article 4 TDA claim funds in Inyo County as a public transit operator. This was confirmed in the completion of the Triennial Performance Audit of ESTA.
- B. The ESTA claim is in compliance with the Inyo County LTC Regional Transportation Plan. The RTP generally describes the transit services available in Inyo County. The RTP also includes goals and policies generally in support of public transit.
- C. ESTA completes an annual fiscal audit of Transportation Development Act funds and provides this information to the Inyo County LTC.
- D. ESTA provides 100% of the public transit services in both the City of Bishop and Inyo County.
- E. The CHP has completed a terminal inspection of the ESTA headquarters within the last 13 months, as required.
- F. ESTA has specified that the funds are being used for purposes set forth in Article 4, Section 99262 of the Transportation Development Act (TDA). This portion of the

TDA sets out the general uses for funds claimed under the TDA. The ESTA claim form complies with this general requirement.

The ESTA allocation request includes a preliminary budget for the upcoming fiscal year.

Potential Productivity Improvements

Under PUC Section 99244, the ICLTC is required to annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles within the area under its jurisdiction. At a minimum, the recommendations for improvements and productivity are to include, but not be limited to, those recommendations related to productivity made in the triennial performance audit of the transit operator.

This is now included in the TDA Claim form as a Prior Performance Audit Worksheet. In it, ESTA staff indicates they are either in the process of responding to performance audit findings or have completed the implementation measure. Staff concurs that ESTA has responded to the audit findings.

ESAAA FY 2022-2023 Request for Funds

ESAAA uses TDA funding to provide rides to individuals who are physically or logistically unable to use regular public transportation to obtain essential services such as medical appointments, grocery shopping, pharmacy and day care services. These individuals need transportation and assistance from the driver to find the out-of-town medical facility, purchase and carry groceries into the house, enter and exit the vehicle, etc. Based on individual needs, services are provided by Inyo County staff using program vehicles to residents through Inyo County. They provide short and long-distance medical trips and regularly scheduled errand/shopping trips. ESAAA Site Coordinators assess individuals, plan trips and maintain records.

Estimated 2022-2023 Operations Budget (numbers may change, depending on what is adopted by the Inyo County Board of Supervisors, copy of finalized budget will be submitted to LTC)

Administrative Support	2,015
Site Supervisors	12,502
Drivers	33,951
Vehicle/Maintenance	6,709
Operations	43,499
Total Direct Costs	98,676
Request to Inyo LTC	37,050
Fares & Match	13,817
IIIB Supportive Services	47,809
	98,676

Potential Productivity Improvements

Under PUC Section 99244, the ICLTC is required to annually identify, analyze, and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles within the area under its jurisdiction. At a minimum, the recommendations for improvements and productivity are to include, but not be limited

to, those recommendations related to productivity made in the triennial performance audit of the transit operator.

The ESAAA claim form includes a completed “Prior Performance Audit Worksheet.” The Triennial Performance Audit was the first completed for ESAAA. ESAAA has either 1) working on implementing the requirement, 2) willing to produce audit results that include the TDA component, 3) is in the review process of a recommendation, or 4) ESAAA addresses prior performance audit findings in their claim form. ESAAA is encouraged to continue developing their service and to find ways to meet the performance audit findings.

Attachments:

- Resolution No. 2022-04 apportioning and allocating TDA revenues to ESTA & ESAAA
- ESTA Claim Forms
- ESAAA Claim Forms

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2021-07**

**A RESOLUTION APPORTIONING AND ALLOCATING LOCAL
TRANSPORTATION FUNDS FOR THE FISCAL YEAR 2021-2022**

WHEREAS, the Inyo County Local Transportation Commission (ICLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS, the Transportation Development Act claimants have submitted claims for FY 2021-2022 TDA funds pursuant to Article 4.5 and Article 8 of the California Public Utilities Code; and

WHEREAS, ICLTC has analyzed the claims and determined that the claims conform to the provisions of the Transportation Development Act including the provision of PUC 99275.5.

WHEREAS, it is estimated that **\$869,739** of ICLTC-administered funds will be available for apportionment and allocation in fiscal year 2021-2022; and

WHEREAS, the following disbursements will be made. In accordance with the adopted ICLTC Overall Work Program, **\$86,973** of LTF has been committed to administration per Section 99233.1., **\$6,800** has been committed to audits and Also, based upon prior action of the ICLTC, and in accordance with Section 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$15,519**, will be “set-aside” for bicycle and pedestrian facilities. Also, **\$38,022** (app. 5% of the remaining LTF) will be allocated to the Eastern Sierra Agency on Aging (ESAAA) under Article 8 of the Transportation Development Act for medical escort service for seniors and other transit dependent adults. ESAAA is responding to a transit need that is not otherwise being met by ESTA. The ICLTC has reviewed the pending ESTA proposed Inyo County and City of Bishop transit system budget and allocates the remainder of TDA funds in FY 2021-2022 (**\$722,425**) to ESTA under Public Utilities Code Section 99260(a), and

NOW, THEREFORE BE IN RESOLVED that the Inyo County Local Transportation Commission does hereby apportion and allocate FY 2021-2022 LTF funds as follows:

1. **\$86,973** for LTC administration, Public Utilities Code 99233.1.
2. **\$6,800** for LTC auditing costs, Public Utilities Code 99233.1.
3. **\$15,519** or 2% of remaining LTF moneys for bicycle and pedestrian “set-aside” to be used anywhere in the County and/or City, Public Utilities Code 99233.3.

4. **\$38,022** of LTF apportioned and allocated to Eastern Sierra Agency on Aging (ESAAA) for medical escort service for seniors and other transit dependent adults in Inyo County and the City of Bishop, Article 4.5 of the Transportation Development Act.
5. **\$722,425** of remaining LTF apportioned and allocated to the Eastern Sierra Transit Authority for operating costs in Inyo County and the City of Bishop, Public Utilities Code Section 99260(a).

BE IT FURTHER RESOLVED that this action is taken in conformance with the Inyo County Regional Transportation Plan (RTP) and with the Commission’s earlier action defining current “Unmet Needs” and that are “Reasonable to Meet.”

Passed and adopted this 16th day of June, 2021, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Stephen Muchovej, Chair
Inyo County Local Transportation Commission

Attest:

Cynthia Browning, Secretary
Inyo County Local Transportation Commission

Informational Items

Technical Memorandum
INYO COUNTY LOCAL ROADWAY SAFETY PLAN
EXISTING CONDITIONS ANALYSIS

LSC Transportation Consultants, Inc.
July 12, 2022

INTRODUCTION

Traffic safety is an important issue for any community and is particularly important for a rural region where many residents make long motor vehicle trips to access jobs, schools and services. The Inyo County Local Transportation Commission (ICLTC), using funding provided by Caltrans, has conducted a Local Roadway Safety Plan (LRSP) for Inyo County. Using the services of LSC Transportation Consultants, Inc., this plan develops strategies and projects to improve roadway safety in Inyo County, California, with a focus on the non-state highway local roadway network. While higher-level data regarding both local and state roadways are presented in order to yield an overall picture of traffic safety throughout the county, the detailed evaluation focuses on local roadways.

This document includes a detailed analysis of traffic crash data throughout Inyo County, as well as traffic volumes and comparison with statewide conditions. Public input regarding existing traffic safety conditions was also reviewed. A detailed evaluation is then presented of specific roadway segments with high concentration of crashes. Recommendations are then presented regarding those segments and traffic safety programs that warrant detailed analysis of potential safety projects. This information will then be included in a draft Local Roadway Safety Plan.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes for the most recent 12 years (2009 – 2020) for which data is available on Inyo County state highways was obtained from Caltrans. Volumes at several key locations have been summarized. Though these locations are on state highways and not local roads, they give a fair representation of vehicle volume trends within various area of Inyo County. The Annual Average Daily Through Volumes at 30 locations are presented in Tables 1, 2 and 3. The locations presented in these tables were selected to represent areas within Inyo County with higher vehicle traffic volumes, within population centers or at the borders with neighboring counties.

State highways within the City of Bishop have remained roughly steady over the last 10 years with the exception of SR 395 at South Street which saw a sharp increase in traffic in 2018 as shown in Figure 1.

The state highways within northern Inyo County have relatively consistent traffic volumes over the last twelve years (see Figure 2). For unincorporated Inyo County south of Bishop, SR 127 and SR 178 saw a

steady increase at most locations with a sudden drop off in 2020 as seen in Figure 3. SR 190 did not have any consistent trends seen at the various locations. However, it did seem all locations had a sudden drop in traffic in 2020. US 395 volumes were relatively flat at both the southern and northern ends of Inyo County but saw a slight increase between Independence and Bishop and also increases in the southern portion of Bishop and west of Bishop at Pine Creek Road.

Inyo County also conducts traffic counts on local roadways, on a sporadic basis. Appendix A presents the available roadway daily traffic counts over the past 25 years. While most roadways have total two-way average daily traffic counts of less than 1,000 vehicles per day, several (such as Barlow Lane and Saniger Road) have traffic levels up to approximately 2,800 vehicles per day. This data also reflects higher traffic volumes in the cooler winter months in the southeast portion of the county.

EXISTING CRASH HISTORY

The recorded crashes within Inyo County were analyzed as part of the LRSP. Crash data for the most recent available last ten years (2011 to 2020) was collected from a combination of sources: The California Highway Patrol's Statewide Integrated Traffic Information System (SWITRS) and the Bishop Police Department. A review of the SWITRS data indicated that between 2014 and 2019 the Bishop Police Department data was missing some data fields. To address this, LSC obtained crash reports from the Police Department and entered the additional fields to provide a comprehensive database.

In total 3,585 crashes were reported to have occurred within Inyo County in the ten-year study period. 2,495 (69.6 percent) of these occurred on State Highways and 1,090 (30.4 percent) on local roads. Of the 1,090 crashes on local roads, 842 (77.2 percent) were on County roadways and 248 (22.8 percent) were on City of Bishop roadways.

Fatalities and Injuries

Of all crashes, 61 (1.7%) resulted in a fatality (12 on local roads in the unincorporated county, 2 in Bishop and 47 on state highways). In total, these crashes resulted in 61 fatalities. Of all crashes on state highways, 1.9 percent resulted in a fatality, compared with 1.4 percent in unincorporated local roads in Inyo County and 0.9 percent in Bishop. A total of 1,185 crashes (47.9 percent) resulted in injuries, consisting of 789 on state highways, 361 on local roads in unincorporated Inyo County and 35 on Bishop roads. Put another way, of all crashes in each jurisdiction, 31.6 percent on state highways resulted in injuries, compared with 42.9 percent on local roads in unincorporated Inyo County and 14.1 percent in Bishop. See Table 4 and Figures 4, 5 and 6.

The location of the fatalities within Inyo County, on local roads only, have been plotted on a map and can be seen in Figure 7. These crashes are widely scattered, though there is a concentration of fatalities occurred on the Panamint Valley Road / Trona Wildrose Road corridor. Fatalities on local roads within the City of Bishop have been plotted on map and can be seen in Figure 8. This map does not include fatalities that occurred on West Line Street or North Main Street as those are technically State

Highways. The two fatalities within Bishop's local roads occurred within 0.2 miles of each other in the neighborhood northwest of the US 395 (North Main Street)/SR 168 (West Line Street) intersection.

Injuries on local roads within Inyo County have been plotted on a map and can be seen in Figure 9. Reflecting relative traffic activity, injury crashes are concentrated at the population center of Bishop, though there are also substantial number of injury crashes in Death Valley National Park, on Old Spanish Trail Highway and on Trona Wildrose Road. A Bishop Area injury map is shown in Figure 10. In addition, focus area maps are provided for the southeastern portion of the county (Figure 11), the Round Valley, Bishop, Big Pine area (Figure 12) and the Lone Pine area (Figure 13). In the southeastern map, a high concentration of injury crashes are found along Trona Wildrose Road, Badwater Road, Daylight Pass Road and the Old Spanish Trail Highway. Within the Bishop area, a high concentration of injury crashes can be found on East Line Road. Beyond East Line Street, injury crashes in the Bishop area are generally scattered around the community, with no strong concentrations. In the Lone Pine area, a small cluster of crashes occurred along Whitney Portal Road.

Primary Collision Factors

A summary of total crashes by Primary Collision Factor (PCF) is presented in Table 5. Focusing in on the local roadways, the largest proportion of crashes by PCF is for improper turning (41.8 percent), which is relatively high in the unincorporated areas (47.3 percent) and relatively low in Bishop (23.4 percent). This is followed by unsafe speed (13.1 percent in total, 14.0 percent in unincorporated areas and 10.1 percent in Bishop) and driving under the influence (11.9 percent total, 12.8 percent in unincorporated areas and 8.9 percent in Bishop).

Serious Crash Primary Collision Factors

Focusing on the serious crashes, a review of crashes resulting in fatalities and severe injuries on local roads is presented in Table 6, by reported primary collision factor. As seen in the table, DUIs generated about 43% of fatalities on local roads (6 out of 14), all of which occurred on local roads in the unincorporated areas. "Improper Turning" resulted in about 43% of serious crashes and over half of the severe injuries, all within the unincorporated areas. The other key primary collision factor was speeding ("unsafe speed") which did not result in fatalities but did result in 14.3 percent of the severe injuries (also entirely in the unincorporated areas).

In Bishop, there were only four serious reported crashes over the ten-year period: one each with a primary collision factor of DUI, unsafe starting or backing, traffic signals and signs, and automobile right of way. As shown also in Figure 14, a majority (53 percent) of serious crashes in the unincorporated county were due to right-of-way conflicts, followed by traffic signals and signs (16 percent) and unsafe starting or backing (13 percent).

Crashes by Collision Type

Crashes can also be summarized by collision type. As shown in Table 7, considering all crashes from 2011 to 2020, the largest proportion on all local roads were “hit object”, which was 31.6 percent overall, followed by “overturned” (26.5 percent), “broadside” (11.7 percent) and “sideswipe” (11.3 percent). In Bishop, the highest proportions were sideswipe (27.0 percent), broadside (26.6 percent) and rear-end (20.2 percent). In unincorporated Inyo County, crashes were predominantly “hit object” 37.6 percent and overturned (34.2 percent) with no other type exceeding 8 percent.

Serious Crashes by Collision Type

The serious crashes resulting in fatalities or severe injuries on local roads are shown in Table 8 and these proportions are depicted in Figure 15. As shown, by far the largest number of these crashes by crash type were overturned vehicles in the unincorporated county, with 68 percent of crashes in this area. Other relatively high number of crashes by type were “hit object” (12 percent) and “sideswipe” (6 percent) in the county. Within the city, one crash was a sideswipe, one was a head-on, and two were classified as “other.”

Crashes by Motor Vehicle Involvement

Crashes are also classified by the type of motor vehicle involvement. The countywide figures are shown in Table 9. On the local roadways, three categories comprised most of the crashes: a motor vehicle hitting fixed object (29.5 percent) a motor vehicle involved in a non-collision crash (such as overturning off of the road, at 25.7 percent) and a motor vehicle hitting another motor vehicle (20.7 percent). Considering crashes within the city, the highest proportion was a motor vehicle colliding with another motor vehicle (45.6 percent), followed by a substantial proportion (29.0 percent) resulting from a motor vehicle colliding with a parked vehicle. Non-collision crashes were relatively rare in the city (0.8 percent). In the unincorporated county, the greatest proportion of crashes were a vehicle hitting a fixed object (34.6 percent) or a non-collision crash (33.0 percent).

This data reflects the very different types of crashes in the city versus the unincorporated county. In Bishop, a total of 75 percent of crashes involved more than one motor vehicle (either moving or parked) and only 25 percent involved only one motor vehicle. In the unincorporated county, however, 20 percent of crashes involved two or more motor vehicles and fully 80 percent involved only a single motor vehicle.

Serious Crashes by Motor Vehicle Involvement

A summary of the serious crashes on local roadways over the ten-year period by motor vehicle involvement is provided in Figure 16. This reflects the predominance of non-collision crashes in the unincorporated county, at 70.1 percent of the total. The next highest category, “other motor vehicle”

resulted in 11.6 percent of the serious crashes. In the city, three of the four serious crashes (two fatalities plus one serious injury) were crashes involving another motor vehicle, while the fourth was a severe injury crash involving a pedestrian. One item of note is that only one serious crash involved a vehicle striking an animal (which occurred in the county), indicating that animal-related crashes are not a significant issue in Inyo County.

Other Factors Regarding Serious (Fatal and Severe Injury) Crashes

Table 11 presents a summary of other factors involved in the total crashes, while Table 12 provides the data for serious crashes only. This data can be summarized as follows:

- A large majority (95.6 percent) of total local road crashes occurred during clear or cloudy weather, with only 1.9 percent during rainy weather, 0.9 percent during snow and 0.8 percent during wind. The weather conditions at the time of the serious crashes were similar (95.5 percent clear or cloudy, 3 percent windy and 1.5 percent rain. This data for the serious crashes is shown in Figure 17.
- The road surface was dry during the large majority of crashes on local roads (95 percent). Wet roads contributed to 4 percent of crashes in Bishop and 2.6 percent in unincorporated Inyo County. Proportions during serious crashes were very similar. Figure 18 presents this data for the serious crashes.
- 66.3 percent of crashes occurring during daylight, 28.5 percent during nighttime and 5.0 percent during dusk/dawn (with 0.3 percent not recorded). A relatively high proportion of crashes occurred at night in the unincorporated county (31.1 percent) compared to the city (19.4 percent). Focusing on serious crashes, as reflected in Figure 19 a higher proportion occurred during daylight (74.4 percent) and dawn/dusk (6.8 percent) with less (18.9 percent) occurring during nighttime.

In addition, “overtaken” accounts for over 60% of fatalities and severe injuries. This indicates that additional shoulder width, recovery zones, and guardrails should be considered. Other findings from this review consist of the following:

- Given the rural nature of much of Inyo County, severe crashes caused by animals are rare. Only one severe injury crash was reported over the ten-year period.
- Road surface was reported to be dry for a large majority of the serious crashes (95 percent), with only 3 percent of crashes occurring on wet roads.

Bicycle and Pedestrian Crashes

In the ten-year study period, a total of 63 crashes involving bicycles and 44 involving pedestrians occurred in Inyo County, of which 21 and 19 respectively occurred on local roads. Table 9 provides a

summary of these crashes. The local road crashes resulted in four severely injured pedestrians (as shown in Table 10). No reported fatalities involved a bicyclist on local roads however three were severely injured. Figure 20 shows the location of bicycle and pedestrian related crashes which occurred on local roads within the City of Bishop. As indicated, these crashes were widely scattered, with no concentration in any particular area.

OFFICE OF TRAFFIC SAFETY CRASH RANKINGS

The California Office of Traffic Safety has implemented an annual analysis of how individual jurisdictions throughout California rank in comparison with the rest of the state. These rankings are developed through a detailed methodology that considers traffic volumes, crash history (with a focus on serious crashes) and population. Note that this analysis includes crashes on state highways as well as local roads, and that a high ranking indicates a relatively safe condition compared with other jurisdictions. Table 13 presents the ranking results for 2017, 2018 and 2019 for Inyo County. Unfortunately, as the City of Bishop did not report to SWITRS in 2017 and 2018 there is no data except for 2019. A review of the County results reflects the high degree of variation that results from crash data in an area with relatively low population and traffic levels. The best overall measure for the county therefore is the average of the three years of data; this review focuses on this average.

With a focus on total fatal and injury crashes, Inyo County ranked 38th highest out of 58 counties and the City of Bishop ranked 66th highest out of 74 cities, indicating that at an overall level for serious crashes, Inyo County (both the city and county) are relatively safe. In Inyo County, the relatively low rankings were found for pedestrians (ranked 21st), bicyclists (ranked 25th) and bicyclists under the age of 15 (ranked 26th). Hit and Run crashes also ranked relatively low (22nd) along with nighttime crashes (26th).

Bishop is compared to a total of 74 cities with population between 2,500 and 10,000. In Bishop, the lower rankings were identified for motorcyclists (37th), bicyclists under the age of 15 (19th) and pedestrians under the age of 15 (23rd) or over the age of 64 (24th). Also, drivers between the ages of 21 and 34 ranked 37th and drivers under 21 that had been drinking ranked especially low, ranking 17th out of 74 cities. Overall, these rankings indicate the need for bicycle and pedestrian safety programs for children, safer pedestrian conditions for the elderly, and the need to address DUI issues among young drivers.

COMPARISON WITH STATEWIDE PRIMARY CRASH FACTORS

It is useful to compare the percent of various crash types in Inyo County with the percent across the state. The California Highway Patrol prepared the 2017 SWITRS Annual Report California summarizing the total number of persons killed, persons injured, fatal crashes and injury crashes. Table 14 shows the fatal and injury crashes by primary crash factor between the years 2013 and 2017 for the state of California as provided by the SWITRS Annual report. The crashes by primary collision factor for all of Inyo County were compared against the statewide totals. A review of the proportion of crashes in Inyo County by PCF versus that of the state indicates that a substantially higher proportion of Inyo County crashes are due to improper turning (52 percent in Inyo County versus 19 percent statewide for fatality,

45 percent vs. 14 percent for injuries). On the other hand, the proportion of crashes in Inyo County due to pedestrian violations and unsafe speed are substantially lower than the statewide averages.

SUMMARY AND NEXT STEPS

A review of the data presented above indicates the following overall key findings:

- Overall, Inyo County traffic safety conditions are moderately better than those in other areas of the state, as the county ranks 38th best out of 58 counties and Bishop ranks 66th best out of 74 similar smaller cities.
- Traffic safety is very different in Bishop than in the unincorporated County.
- In Bishop, most of the crashes (85 percent) result in property damage only, compared to 14 percent that result in an injury and 0.8 percent resulting in a fatality. A high proportion of crashes are ascribed to improper turning (23 percent), unsafe starting or backing (19 percent) and auto right-of-way conflicts (16 percent). 75 percent include two or more vehicles, including 27 percent each that are broadside or sideswipe, and 20 percent rear-end. A substantial proportion (29 percent) of crashes involve a vehicle hitting a parked vehicle.
- In unincorporated Inyo County, a much higher proportion (43 percent) result in injury, and 1.4 percent result in a fatality. Fully 47 percent are ascribed to improper turning, followed by 14 percent by unsafe speed and 13 percent DUI. Only 20 percent of crashes involve 2 or more vehicles compared with 80 percent single-vehicle crashes such as hit-object (38 percent) or overturned (34 percent).
- Factors that are not key in Inyo County traffic safety are inclement weather (with 96 percent of crashes occurring in clear or cloudy weather conditions), wet or slippery roads (with 95 percent of crashes on dry roads) or collisions with animals (0 percent on Bishop Roads and only 3.9 percent on unincorporated Inyo County roads).
- Within Bishop, there is no clear pattern of crashes on specific roadways or at specific intersections. Over a 10-year period, no individual road had more than three reported crashes.
- On roadways throughout unincorporated Inyo County, there are specific areas that have a concentrated crash history:
 - Trona Wildrose Road, from the Kern County Line to Panamint Valley Road
 - Panamint Valley Road, from Trona Wildrose Road to SR 190
 - Old Spanish Trail Highway, over Emigrant Pass

- Daylight Pass Road, over Daylight Pass (NOT County maintained)
- Scotty's Castle Road, from SR 190 to Ubehebe Crater Road (NOT County maintained)
- Whitney Portal Road, from US 395 to a point 1.9 miles to the west.
- East Line Street / Poleta Road from US 395 to a point 4.8 miles to the east (at the start of the north-south alignment).

These five roadways that are on the County maintained roadway network (or specific sub-sections of these roadways) are potentially good candidate locations for Local Highway Safety Improvement Program grants. It is proposed that the next step in the LRSP study be a detailed evaluation of crash data for these five roadways and an analysis of potential safety countermeasures.

TABLE 1: Northern Inyo County - AADT Summary

Year/Post Mile	SR 6			SR 136		SR 168				
	Junction with SR 395	Silver Canyon Road	Inyo/ Mono County Line	Jct. Rte. 395	Jct. Rte. 190	Lake Sabrina	Otey Road	Brockman Lane	Jct. US 395	Jct. SR 266
	0.000	3.952	8.354	0.000	17.730	0.000	14.740	16.342	18.310	54.699
2009	3,650	1,900	1,900	650	450	400	1,200	6,350	450	160
2010	3,550	1,900	1,900	600	470	400	1,150	6,400	430	160
2011	3,610	1,900	1,900	540	430	400	1,230	6,300	430	160
2012	3,480	1,890	1,890	540	450	400	1,220	6,280	470	170
2013	3,550	2,100	2,100	540	430	400	1,210	6,250	460	170
2014	3,500	2,100	2,100	610	490	400	1,210	6,250	460	170
2015	3,250	2,255	2,100	710	530	400	1,210	6,330	470	170
2016	3,700	2,400	2,100	770	580	400	1,200	6,600	470	170
2017	3,800	2,600	2,100	730	520	400	1,200	6,700	480	170
2018	3,800	2,600	2,100	730	520	400	1,200	6,700	480	170
2019	4,000	2,600	2,100	650	530	400	1,200	7,100	530	170
2020	3,800	2,600	2,100	430	280	400	1,200	6,500	440	180
Percent Change Over Last										
10 yr	7%	37%	11%	-28%	-40%	0%	4%	2%	2%	13%
5 yr	17%	15%	0%	-39%	-47%	0%	-1%	3%	-6%	6%
Source: Caltrans										

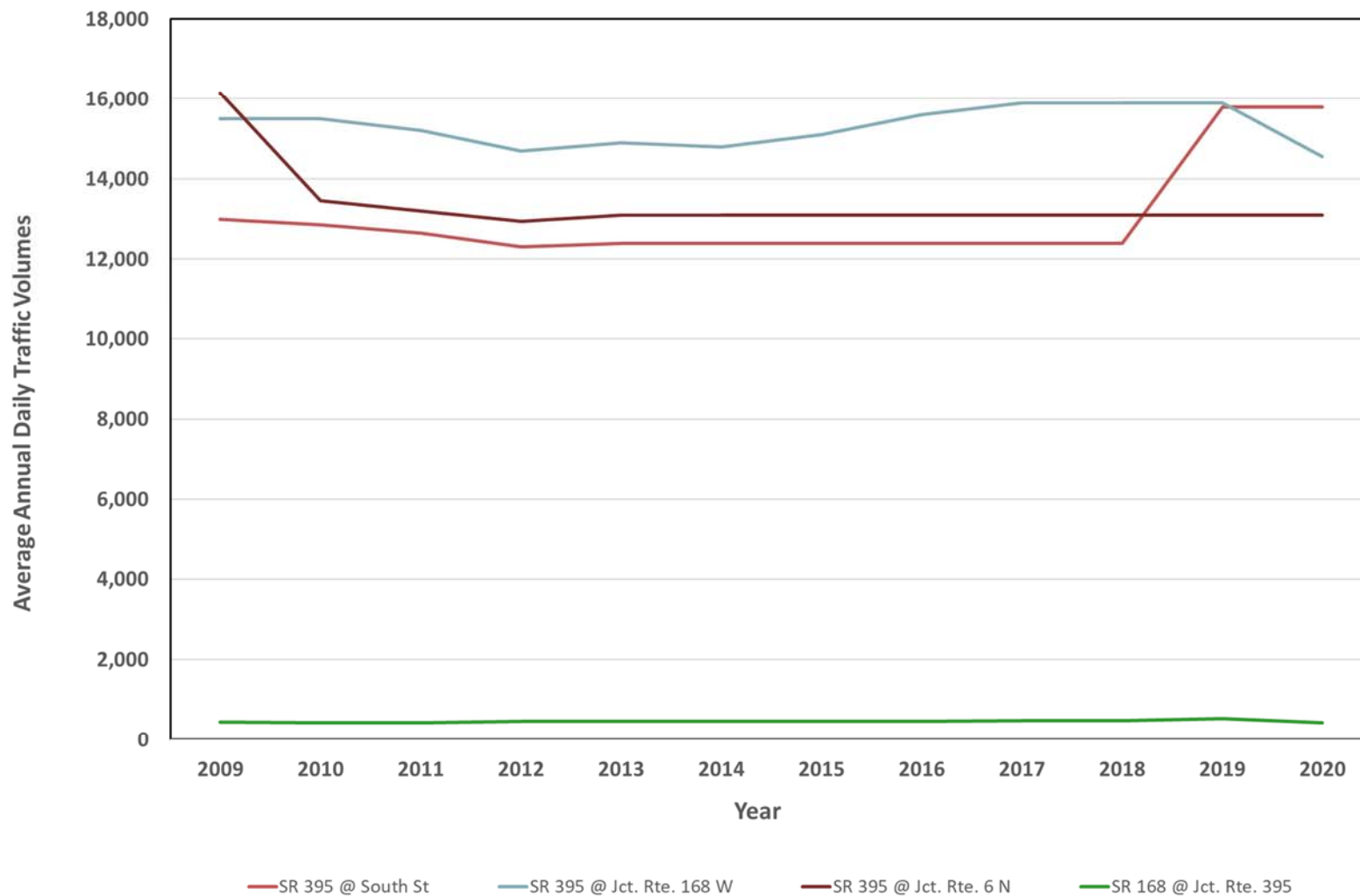
TABLE 2: Southern Inyo County - AADT Summary

Year/Post Mile	SR 127				SR 178		SR 190				
	San Bernadino/ Inyo County Line 0.000	Shoshone, S. Jct. Rte. 178 East 14.749	South of Stateline Road 41.990	Nevada State Line 49.420	Death Valley Monument, South Bndry 28.000	Nevada State Line 62.186	Olancha, Jct. Rte. 395 9.850	Scotty's Castle Road 93.210	Beatty Cutoff Road 99.770	Furnace Creek Ranch 110.720	Death Valley Junction, Jct. Rte. 127 140.692
2009	680	850	1,200	600	250	850	300	810	1,250	1,050	700
2010	750	850	1,170	600	250	850	300	810	950	1,050	850
2011	750	850	1,170	590	250	820	230	810	950	1,050	850
2012	730	810	1,130	560	250	790	240	810	910	1,050	810
2013	730	790	1,170	560	250	780	240	810	920	1,050	860
2014	750	790	1,170	600	250	790	240	810	920	1,050	905
2015	720	860	1,170	620	250	840	240	810	1,050	1,050	980
2016	800	820	1,170	670	250	880	240	810	1,030	1,050	1,450
2017	750	990	1,170	750	250	950	240	810	1,200	1,050	1,250
2018	750	990	1,170	750	250	950	240	810	1,200	1,050	1,250
2019	900	970	1,170	870	250	1,010	240	810	1,160	1,050	1,350
2020	750	740	1,170	680	250	830	160	810	700	1,200	900
Percent Change Over Last											
10 yr	0%	-13%	0%	13%	0%	-2%	-47%	0%	-26%	14%	6%
5 yr	4%	-14%	0%	10%	0%	-1%	-33%	0%	-33%	14%	-8%
Source: Caltrans											

TABLE 3: US 395 Inyo County - AADT Summary

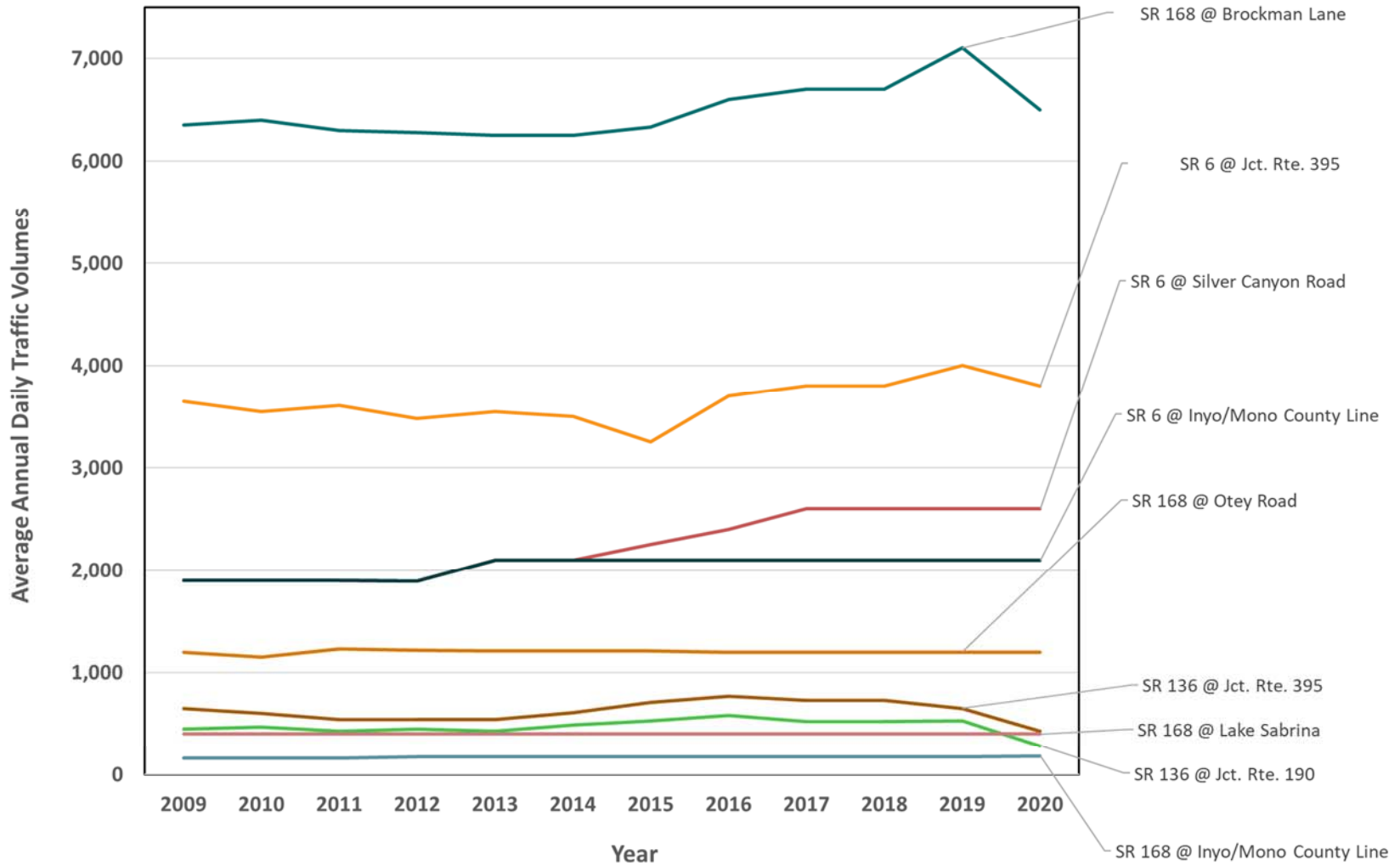
	Kern/ Inyo County Line	Lone Pine, Whitney Portal Road	Independence, Market St	Big Pine, Jct. Rte. 168 Northeast	Bishop, South St	Bishop, Jct. Rte. 168 W	Jct. Rte. 6 North	Pine Creek Road	Inyo/ Mono County Line
Year/ Post Mile	0.000	57.670	73.410	100.833	115.195	115.403	116.250	126.140	129.459
2009	5,650	6,500	6,400	7,900	13,000	15,500	16,150	7,000	7,000
2010	5,650	6,500	6,400	7,950	12,850	15,500	13,450	6,550	6,550
2011	5,400	6,500	6,300	7,800	12,650	15,200	13,200	6,550	6,550
2012	5,400	6,500	6,100	7,500	12,300	14,700	12,950	6,400	6,400
2013	5,700	6,500	6,300	7,700	12,400	14,900	13,100	6,550	6,550
2014	5,600	6,500	6,250	7,700	12,400	14,800	13,100	6,550	6,550
2015	5,600	6,500	6,250	7,700	12,400	15,100	13,100	6,550	6,550
2016	5,600	6,500	7,300	7,700	12,400	15,600	13,100	6,550	6,550
2017	5,600	6,500	7,650	9,400	12,400	15,900	13,100	7,300	6,550
2018	5,600	6,500	7,650	9,400	12,400	15,900	13,100	7,300	6,550
2019	5,600	6,500	7,800	9,400	15,800	15,900	13,100	7,300	6,550
2020	5,600	6,600	6,650	8,200	15,800	14,550	13,100	8,100	6,550
Percent Change Over Last									
10 yr	-1%	2%	4%	3%	23%	-6%	-3%	24%	0%
5 yr	0%	2%	6%	6%	27%	-4%	0%	24%	0%
Source: Caltrans									

Figure 1: Bishop Area Traffic Counts



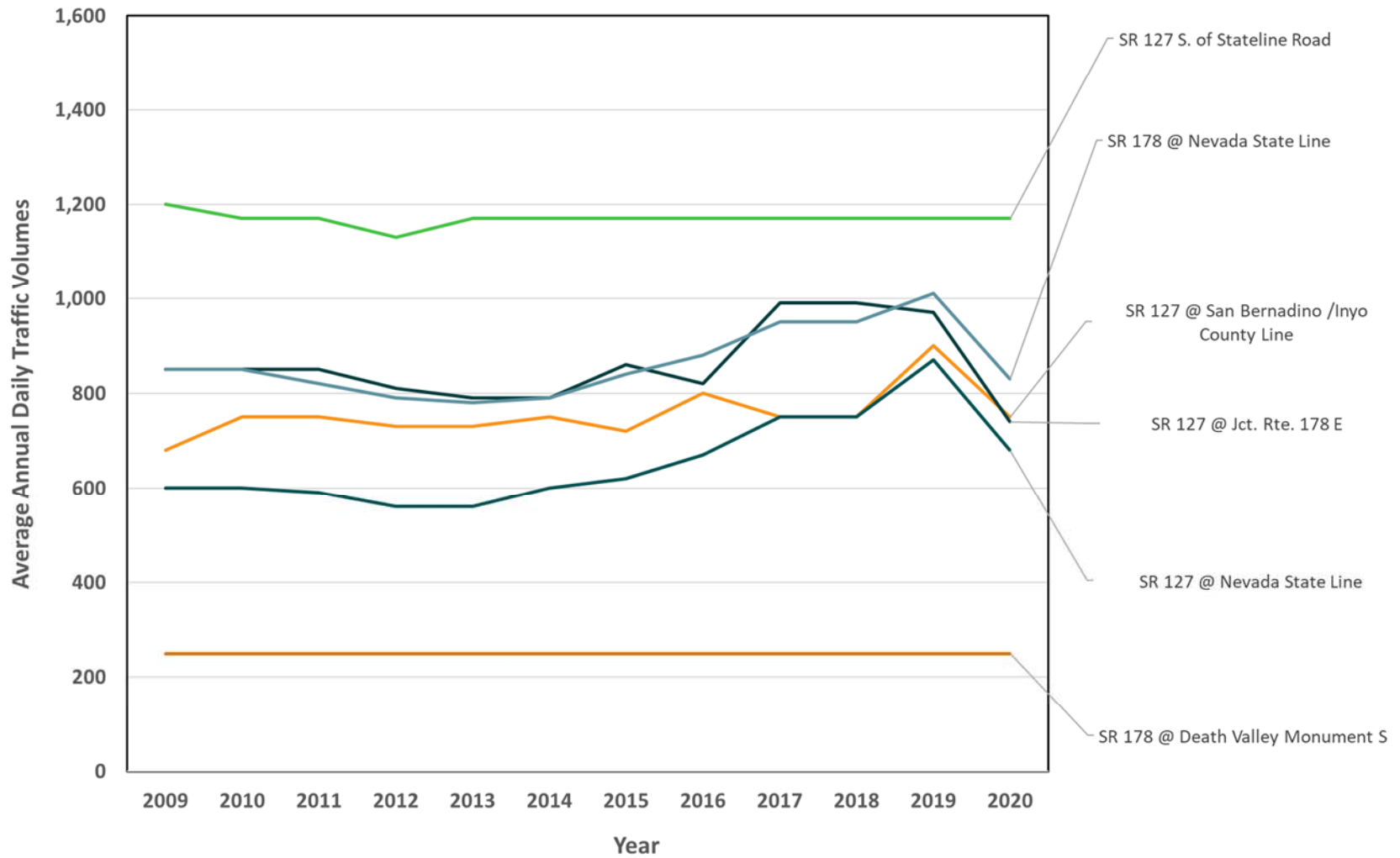
Source: Caltrans

Figure 2: Northern Unincorporated Inyo County Traffic Counts



Source: Caltrans

Figure 3: Southern Unincorporated Inyo County SR 127 and SR 178 Traffic Counts



Source: Caltrans

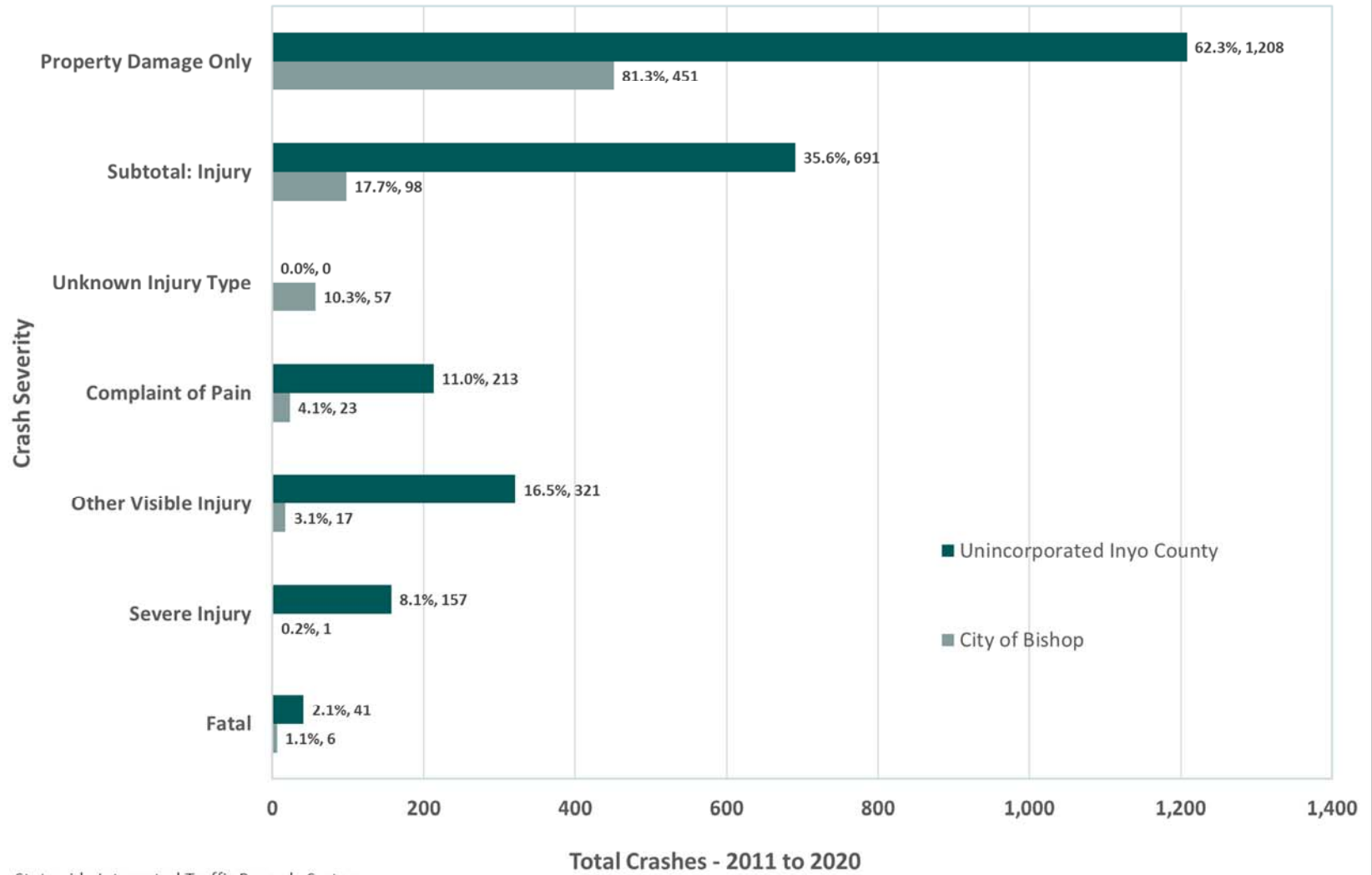
TABLE 4: Summary of Crashes by Severity in Inyo County

2011 to 2020

Crash Severity	Local Roads			State Highways			Total		
	City of Bishop	Uninc.		City of Bishop	Uninc.		City of Bishop	Uninc.	
		Inyo County	Subtotal		Inyo County	Subtotal		Inyo County	Subtotal
Fatal	2	12	14	6	41	47	8	53	61
Severe Injury	2	117	119	1	157	158	3	274	277
Other Visible Injury	6	156	162	17	321	338	23	477	500
Complaint of Pain	9	88	97	23	213	236	32	301	333
Unknown Injury Type	18	0	18	57	0	57	75	0	75
<i>Subtotal: Injury</i>	35	361	396	98	691	789	133	1,052	1,185
Property Damage Only	211	469	680	451	1,208	1,659	662	1,677	2,339
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
<i>10-Year Total Injury + Fatal</i>	37	373	410	104	732	836	141	1,105	1,246
<i>Percent of All Crashes by Jurisdiction & Severity</i>									
Fatal	0.8%	1.4%	1.3%	1.1%	2.1%	1.9%	1.0%	1.9%	1.7%
Severe Injury	0.8%	13.9%	10.9%	0.2%	8.1%	6.3%	0.4%	9.8%	7.7%
Other Visible Injury	2.4%	18.5%	14.9%	3.1%	16.5%	13.5%	2.9%	17.1%	13.9%
Complaint of Pain	3.6%	10.5%	8.9%	4.1%	11.0%	9.5%	4.0%	10.8%	9.3%
Unknown Injury Type	7.3%	0.0%	1.7%	10.3%	0.0%	2.3%	9.3%	0.0%	2.1%
<i>Subtotal: Injury</i>	14.1%	42.9%	36.3%	17.7%	35.6%	31.6%	16.6%	37.8%	33.1%
Property Damage Only	85.1%	55.7%	62.4%	81.3%	62.3%	66.5%	82.4%	60.3%	65.2%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%
<i>10-Year Total Injury + Fatal</i>	14.9%	44.3%	37.6%	18.7%	37.7%	33.5%	17.6%	39.7%	34.8%

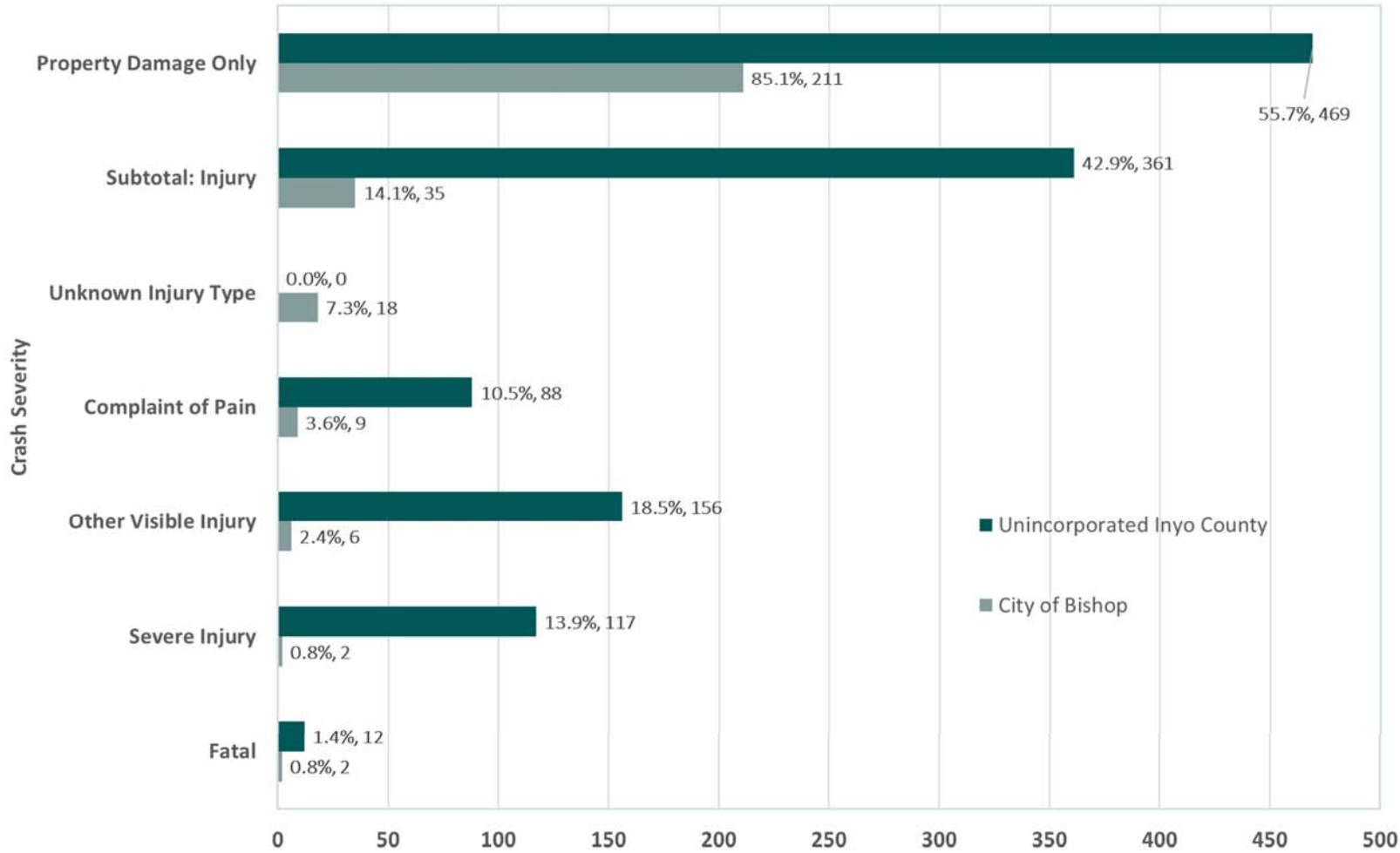
Source: Statewide Integrated Traffic Records System

Figure 4: State Highway Crashes by Severity -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

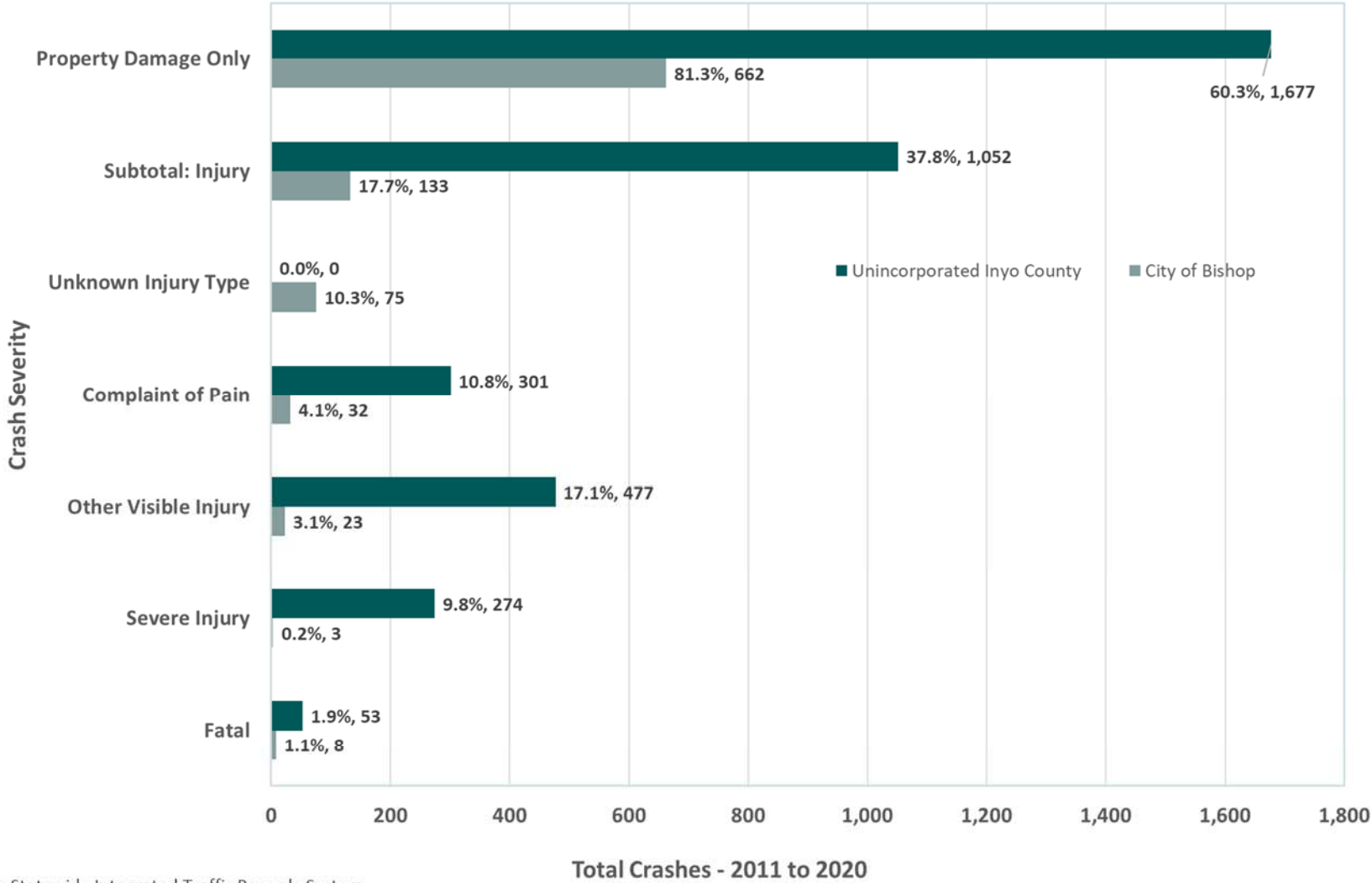
Figure 5: Local Road Crashes by Severity -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Total Crashes - 2011 to 2020

Figure 6: Total Inyo County Crashes by Severity -- 2011 to 2020



Source: Statewide Integrated Traffic Records System



Figure 7
Crashes Resulting in Fatalities on Inyo County Local Roadways
2011-2019

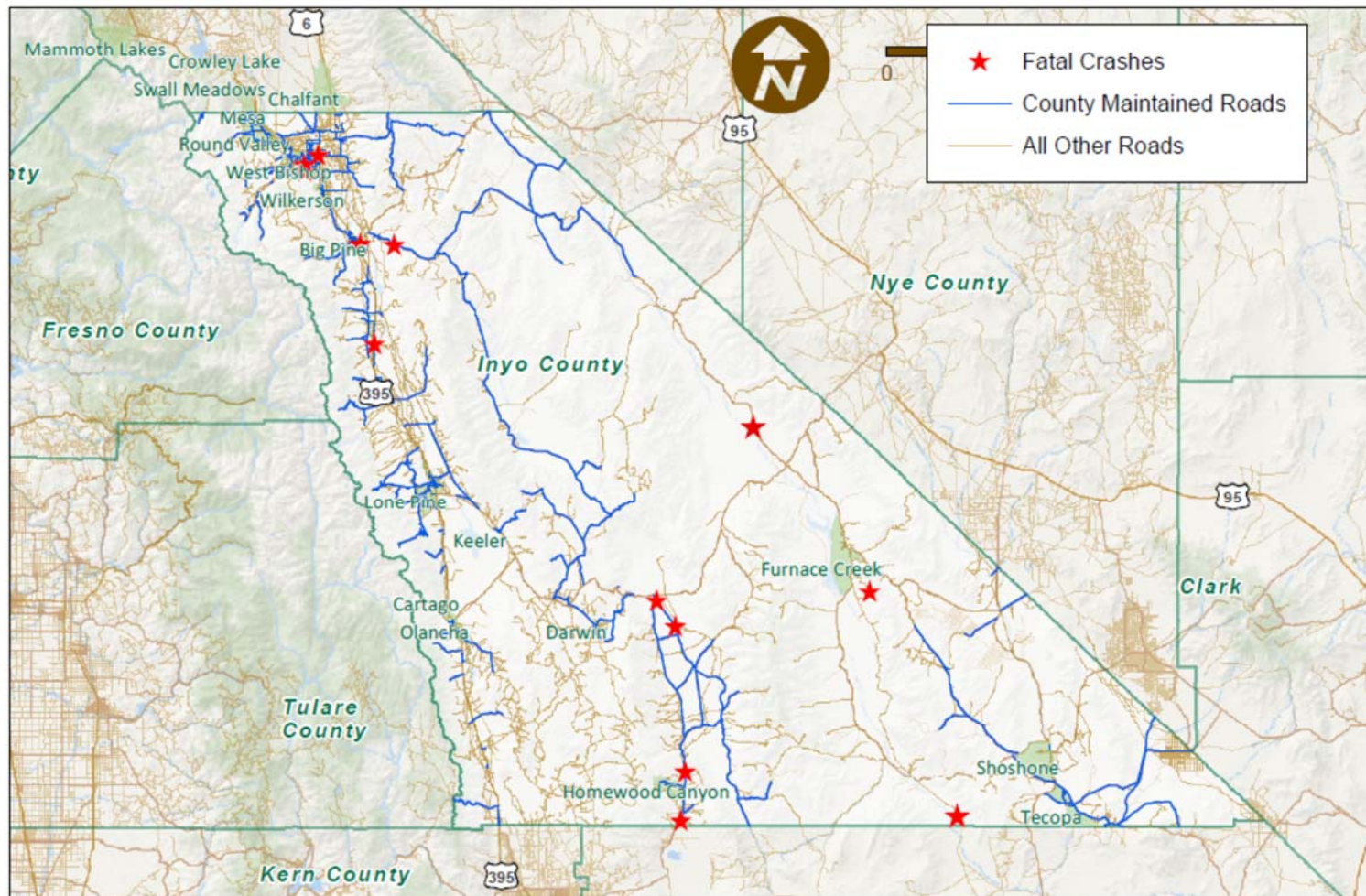


Figure 8
Crashes Resulting in Fatalities on Bishop Area Local Roadways
2011-2019

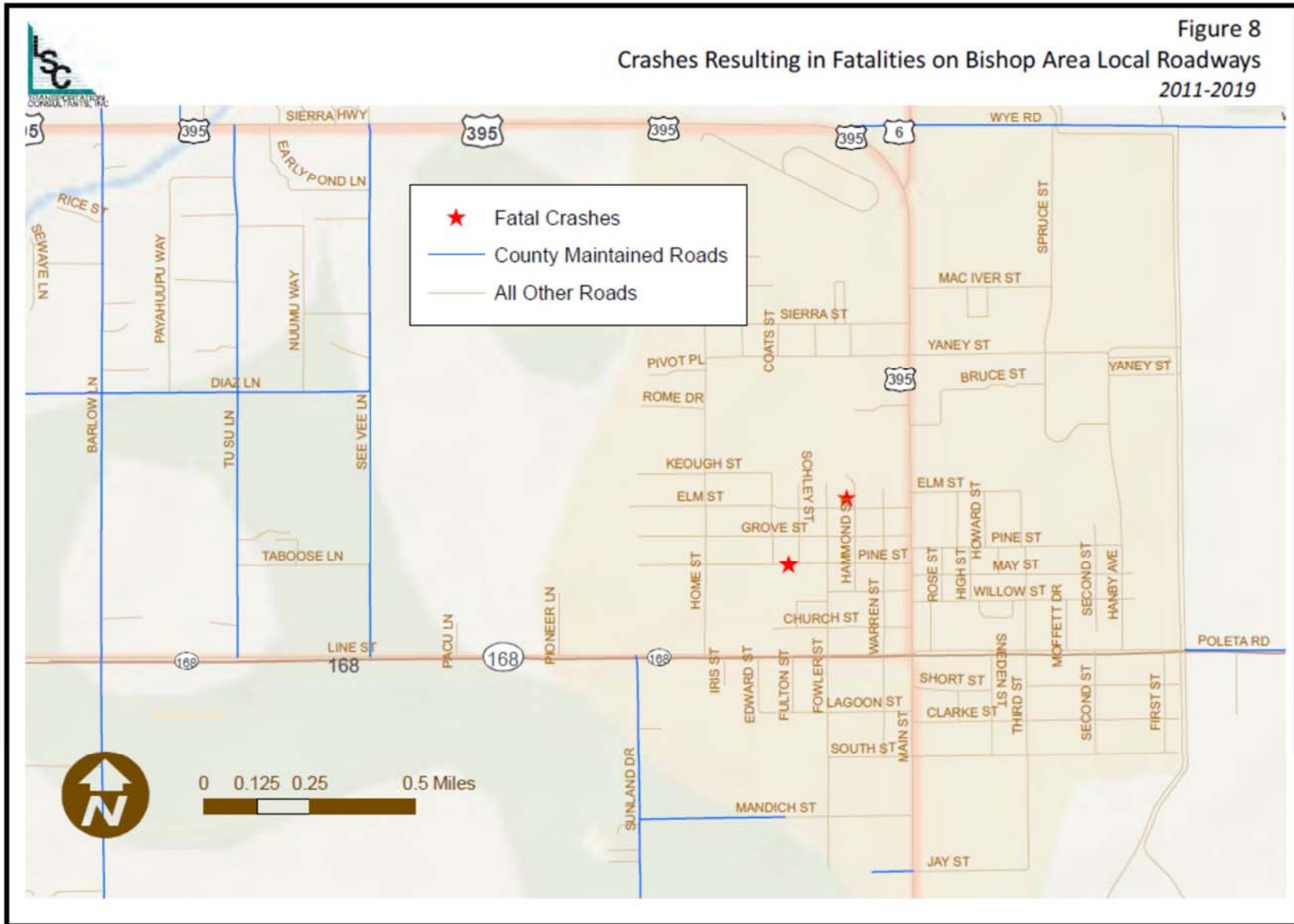
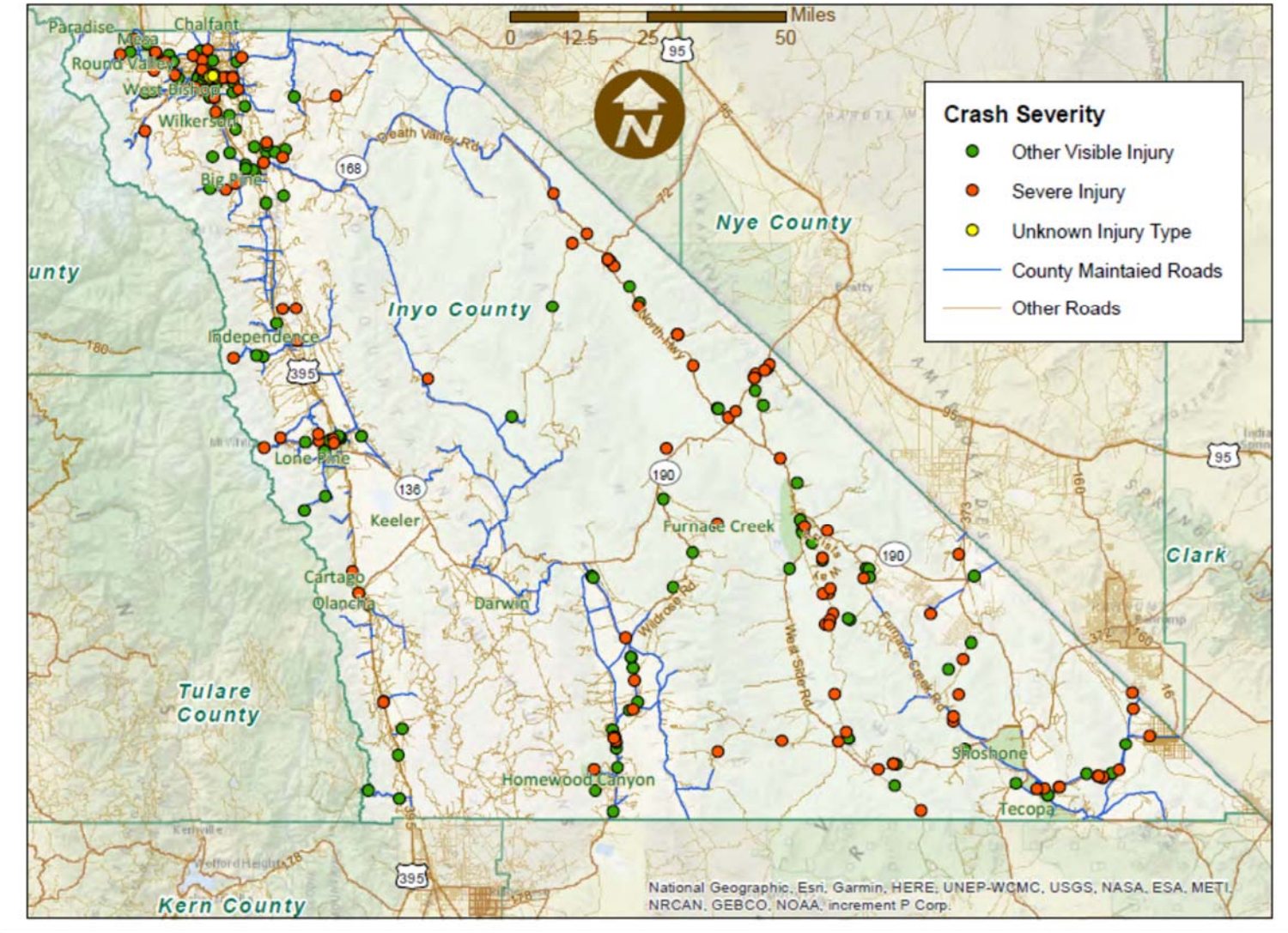




Figure 9
Injury Crashes on Inyo County Local Roadways
2011-2019



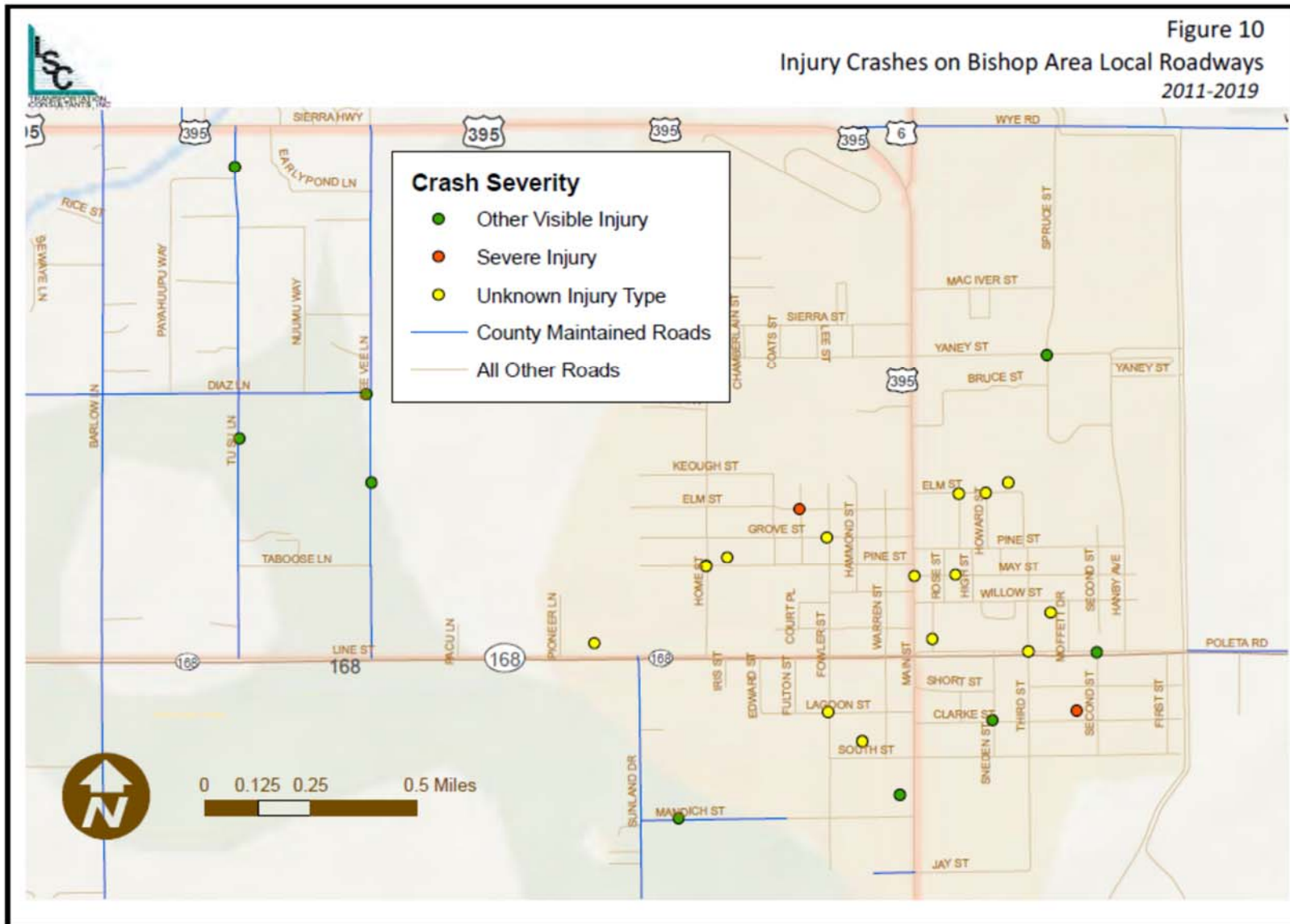




Figure 11
Injury and Fatal Crashes on Inyo County Local Roadways in the Southeast Area
2011-2019

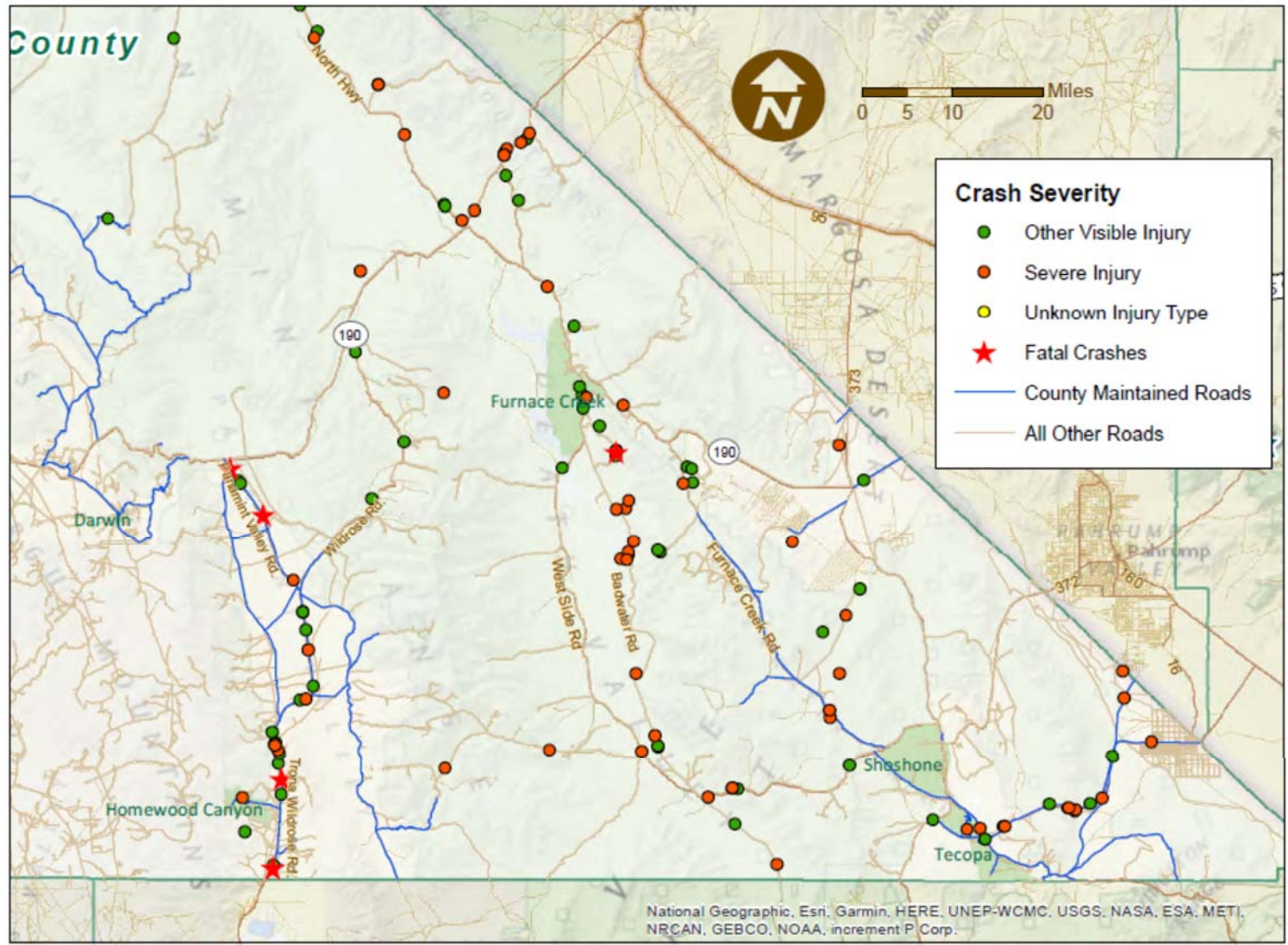




Figure 12
Injury and Fatal Crashes on Inyo County Local Roadways in the Bishop, Round Valley and Big Pine Area
2011-2019

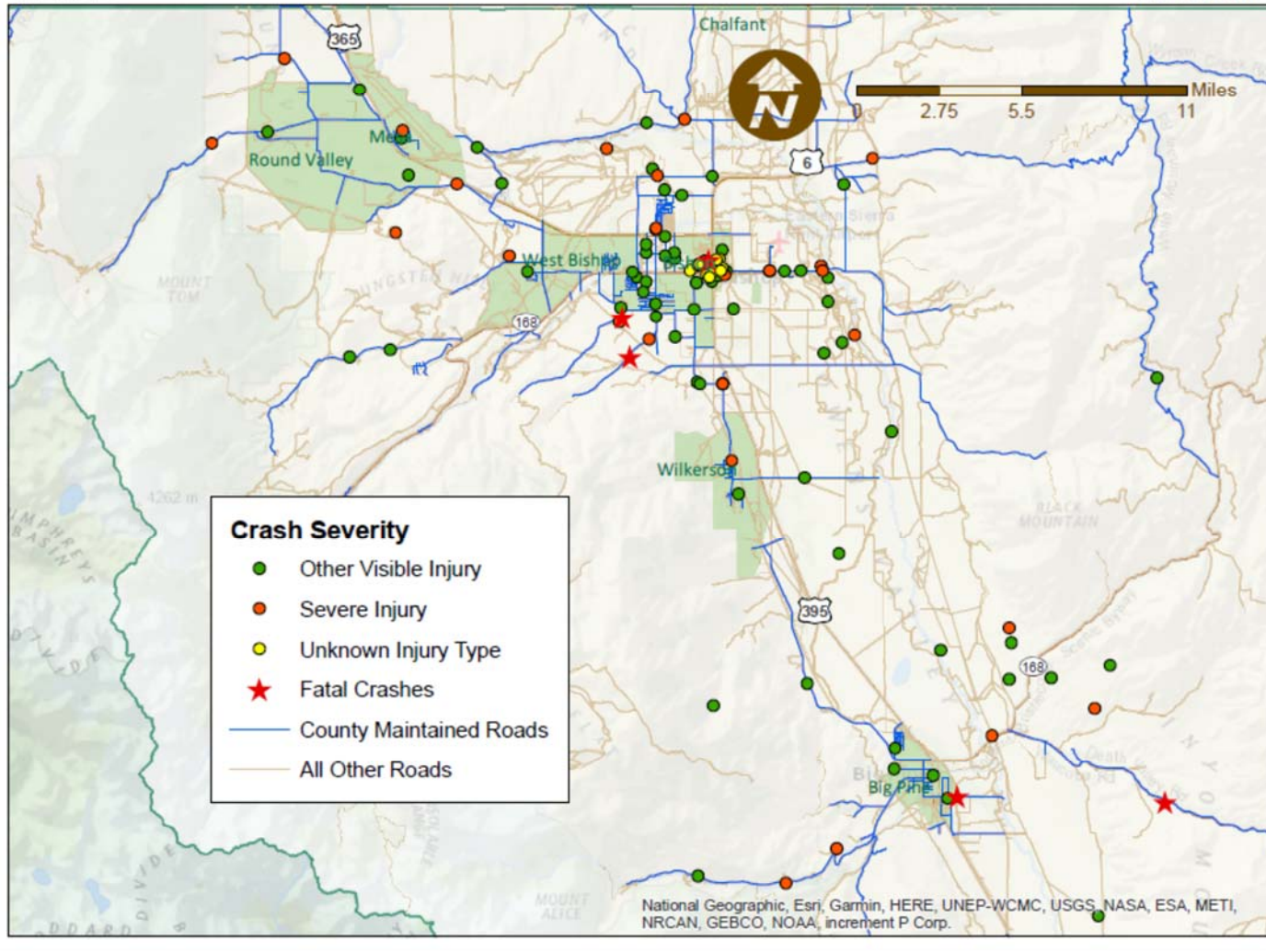


TABLE 5: Summary of Crashes by Violation Category in Inyo County

2011 to 2020

Primary Collision Factor	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Improper Turning	58	398	456	99	829	928	157	1,227	1,384
Unsafe Speed	25	118	143	136	329	465	161	447	608
Other than Driver/Ped	0	51	51	5	279	284	5	330	335
Driving Under the Influence	22	108	130	33	123	156	55	231	286
Automobile Right of Way	39	24	63	76	162	238	115	186	301
Unsafe Starting or Backing	47	35	82	47	38	85	94	73	167
Other Improper Driving	3	44	47	2	15	17	5	59	64
Wrong Side of Road	6	16	22	12	40	52	18	56	74
Traffic Signals and Signs	5	10	15	20	20	40	25	30	55
Other Hazardous Violation	0	6	6	4	27	31	4	33	37
Unsafe Lane Change	0	0	0	9	30	39	9	30	39
Improper Passing	1	9	10	2	14	16	3	23	26
Hazardous Parking	1	8	9	4	5	9	5	13	18
Other Equipment	0	2	2	0	6	6	0	8	8
Pedestrian Right of Way	3	1	4	7	2	9	10	3	13
Pedestrian Violation	1	1	2	2	1	3	3	2	5
Brakes	0	1	1	0	0	0	0	1	1
Following Too Closely	2	0	2	0	0	0	2	0	2
Unknown	35	10	45	97	20	117	132	30	162
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
Percent of All Crashes by Jurisdiction									
Improper Turning	23.4%	47.3%	41.8%	17.8%	42.7%	37.2%	19.6%	44.1%	38.6%
Unsafe Speed	10.1%	14.0%	13.1%	24.5%	17.0%	18.6%	20.0%	16.1%	17.0%
Other than Driver/Ped	0.0%	6.1%	4.7%	0.9%	14.4%	11.4%	0.6%	11.9%	9.3%
Driving Under the Influence	8.9%	12.8%	11.9%	5.9%	6.3%	6.3%	6.8%	8.3%	8.0%
Automobile Right of Way	15.7%	2.9%	5.8%	13.7%	8.4%	9.5%	14.3%	6.7%	8.4%
Unsafe Starting or Backing	19.0%	4.2%	7.5%	8.5%	2.0%	3.4%	11.7%	2.6%	4.7%
Other Improper Driving	1.2%	5.2%	4.3%	0.4%	0.8%	0.7%	0.6%	2.1%	1.8%
Wrong Side of Road	2.4%	1.9%	2.0%	2.2%	2.1%	2.1%	2.2%	2.0%	2.1%
Traffic Signals and Signs	2.0%	1.2%	1.4%	3.6%	1.0%	1.6%	3.1%	1.1%	1.5%
Other Hazardous Violation	0.0%	0.7%	0.6%	0.7%	1.4%	1.2%	0.5%	1.2%	1.0%
Unsafe Lane Change	0.0%	0.0%	0.0%	1.6%	1.5%	1.6%	1.1%	1.1%	1.1%
Improper Passing	0.4%	1.1%	0.9%	0.4%	0.7%	0.6%	0.4%	0.8%	0.7%
Hazardous Parking	0.4%	1.0%	0.8%	0.7%	0.3%	0.4%	0.6%	0.5%	0.5%
Other Equipment	0.0%	0.2%	0.2%	0.0%	0.3%	0.2%	0.0%	0.3%	0.2%
Pedestrian Right of Way	1.2%	0.1%	0.4%	1.3%	0.1%	0.4%	1.2%	0.1%	0.4%
Pedestrian Violation	0.4%	0.1%	0.2%	0.4%	0.1%	0.1%	0.4%	0.1%	0.1%
Brakes	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Following Too Closely	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%
Unknown	14.1%	1.2%	4.1%	17.5%	1.0%	4.7%	16.4%	1.1%	4.5%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%

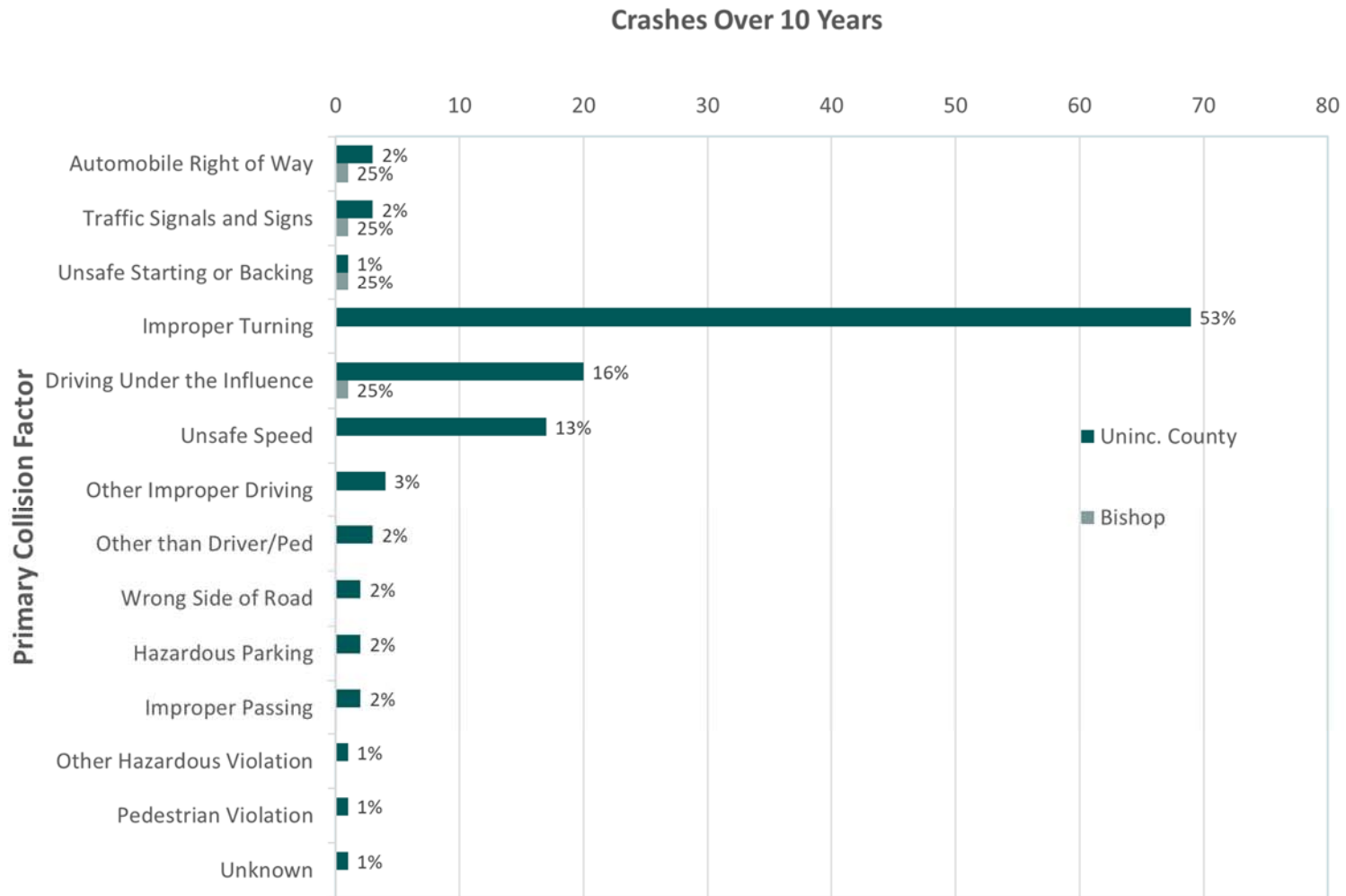
Source: Statewide Integrated Traffic Records System

**TABLE 6: Summary of Local Road Fatal and Severe Injury Crashes by Primary Collision Factor in Inyo County
2011 to 2020**

Primary Collision Factor	City of Bishop			Unincorporated Inyo County			Total			% of Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
PCF Violation												
Automobile Right of Way	1	0	1	0	3	3	1	3	4	7.1%	2.5%	3.0%
Traffic Signals and Signs	0	1	1	0	3	3	0	4	4	0.0%	3.4%	3.0%
Unsafe Starting or Backing	1	0	1	0	1	1	1	1	2	7.1%	0.8%	1.5%
Improper Turning	0	0	0	6	63	69	6	63	69	42.9%	52.9%	51.9%
Driving Under the Influence	0	1	1	6	14	20	6	15	21	42.9%	12.6%	15.8%
Unsafe Speed	0	0	0	0	17	17	0	17	17	0.0%	14.3%	12.8%
Other Improper Driving	0	0	0	0	4	4	0	4	4	0.0%	3.4%	3.0%
Other than Driver/Ped	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Wrong Side of Road	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Hazardous Parking	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Improper Passing	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Other Hazardous Violation	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Pedestrian Violation	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Unknown	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
10-Year Total	2	2	4	12	117	129	14	119	133	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Figure 14: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Primary Collision Factor -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

TABLE 7: Summary of Crashes by Crash Type Category in Inyo County

2011 to 2020

Primary Collision Factor	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Hit Object	27	317	344	61	731	792	88	1,048	1,136
Overtuned	1	288	289	3	480	483	4	768	772
Broadside	66	62	128	110	223	333	176	285	461
Sideswipe	67	56	123	138	159	297	205	215	420
Rear End	50	35	85	185	161	346	235	196	431
Head-On	14	26	40	18	46	64	32	72	104
Vehicle/Pedestrian	6	12	18	14	12	26	20	24	44
Other	17	45	62	23	126	149	40	171	211
Unknown	0	1	1	3	2	5	3	3	6
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
<i>Percent of All Crashes by Jurisdiction</i>									
Hit Object	10.9%	37.6%	31.6%	11.0%	37.7%	31.7%	11.0%	37.7%	31.7%
Overtuned	0.4%	34.2%	26.5%	0.5%	24.7%	19.4%	0.5%	27.6%	21.5%
Broadside	26.6%	7.4%	11.7%	19.8%	11.5%	13.3%	21.9%	10.2%	12.9%
Sideswipe	27.0%	6.7%	11.3%	24.9%	8.2%	11.9%	25.5%	7.7%	11.7%
Rear End	20.2%	4.2%	7.8%	33.3%	8.3%	13.9%	29.3%	7.0%	12.0%
Head-On	5.6%	3.1%	3.7%	3.2%	2.4%	2.6%	4.0%	2.6%	2.9%
Vehicle/Pedestrian	2.4%	1.4%	1.7%	2.5%	0.6%	1.0%	2.5%	0.9%	1.2%
Other	6.9%	5.3%	5.7%	4.1%	6.5%	6.0%	5.0%	6.1%	5.9%
Unknown	0.0%	0.1%	0.1%	0.5%	0.1%	0.2%	0.4%	0.1%	0.2%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%

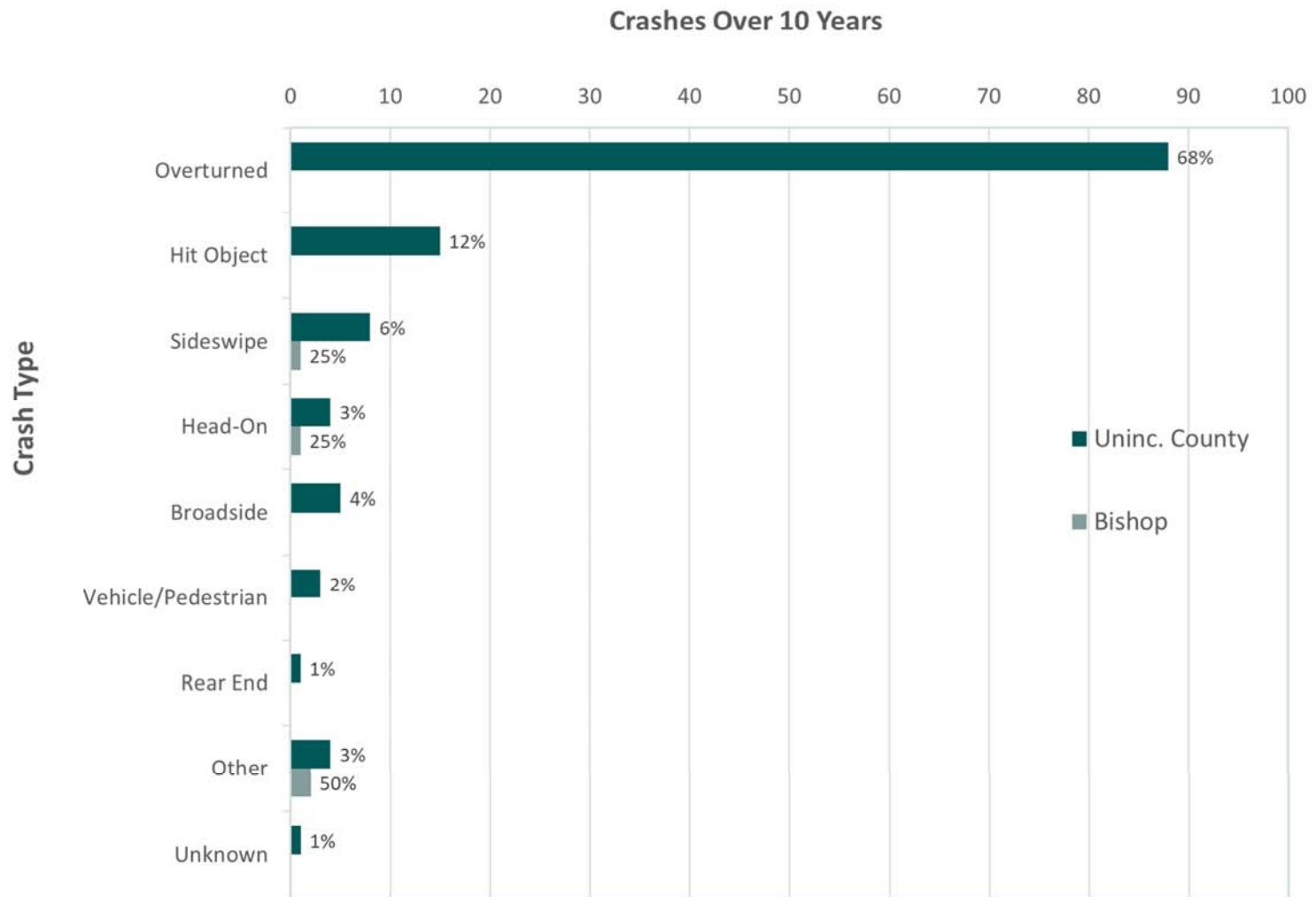
Source: Statewide Integrated Traffic Records System

**TABLE 8: Summary of Local Road Fatal and Severe Injury Crashes by Collision Type in Inyo County
2011 to 2020**

Collision Type	City of Bishop			Unincorporated Inyo County			Total			% of Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
Collision Type												
Overturned	0	0	0	9	79	88	9	79	88	64.3%	66.4%	66.2%
Hit Object	0	0	0	1	14	15	1	14	15	7.1%	11.8%	11.3%
Sideswipe	1	0	1	1	7	8	2	7	9	14.3%	5.9%	6.8%
Head-On	1	0	1	1	3	4	2	3	5	14.3%	2.5%	3.8%
Broadside	0	0	0	0	5	5	0	5	5	0.0%	4.2%	3.8%
Vehicle/Pedestrian	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Rear End	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Other	0	2	2	0	4	4	0	6	6	0.0%	5.0%	4.5%
Unknown	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
10-Year Total	2	2	4	12	117	129	14	119	133	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Figure 15: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Crash Type -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

TABLE 9: Summary of All Crashes by Motor Vehicle Involvement

2011 to 2020

Motor Vehicle Involved With	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Fixed Object	31	291	322	61	578	639	92	869	961
Non-Collision	2	278	280	10	494	504	12	772	784
Other Motor Vehicle	113	113	226	348	500	848	461	613	1,074
Parked Motor Vehicle	72	50	122	77	46	123	149	96	245
Other Object	5	53	58	8	120	128	13	173	186
Animal	0	33	33	5	164	169	5	197	202
Bicycle	12	9	21	28	14	42	40	23	63
Pedestrian	9	10	19	15	10	25	24	20	44
Motor Vehicle on Other Roadway	1	3	4	3	14	17	4	17	21
Unknown	3	2	5	0	0	0	3	2	5
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
<i>Percent of All Crashes by Jurisdiction</i>									
Fixed Object	12.5%	34.6%	29.5%	11.0%	29.8%	25.6%	11.5%	31.2%	26.8%
Non-Collision	0.8%	33.0%	25.7%	1.8%	25.5%	20.2%	1.5%	27.7%	21.9%
Other Motor Vehicle	45.6%	13.4%	20.7%	62.7%	25.8%	34.0%	57.4%	22.0%	30.0%
Parked Motor Vehicle	29.0%	5.9%	11.2%	13.9%	2.4%	4.9%	18.6%	3.5%	6.8%
Other Object	2.0%	6.3%	5.3%	1.4%	6.2%	5.1%	1.6%	6.2%	5.2%
Animal	0.0%	3.9%	3.0%	0.9%	8.5%	6.8%	0.6%	7.1%	5.6%
Bicycle	4.8%	1.1%	1.9%	5.0%	0.7%	1.7%	5.0%	0.8%	1.8%
Pedestrian	3.6%	1.2%	1.7%	2.7%	0.5%	1.0%	3.0%	0.7%	1.2%
Motor Vehicle on Other Roadway	0.4%	0.4%	0.4%	0.5%	0.7%	0.7%	0.5%	0.6%	0.6%
Unknown	1.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.4%	0.1%	0.1%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%

Source: Statewide Integrated Traffic Records System

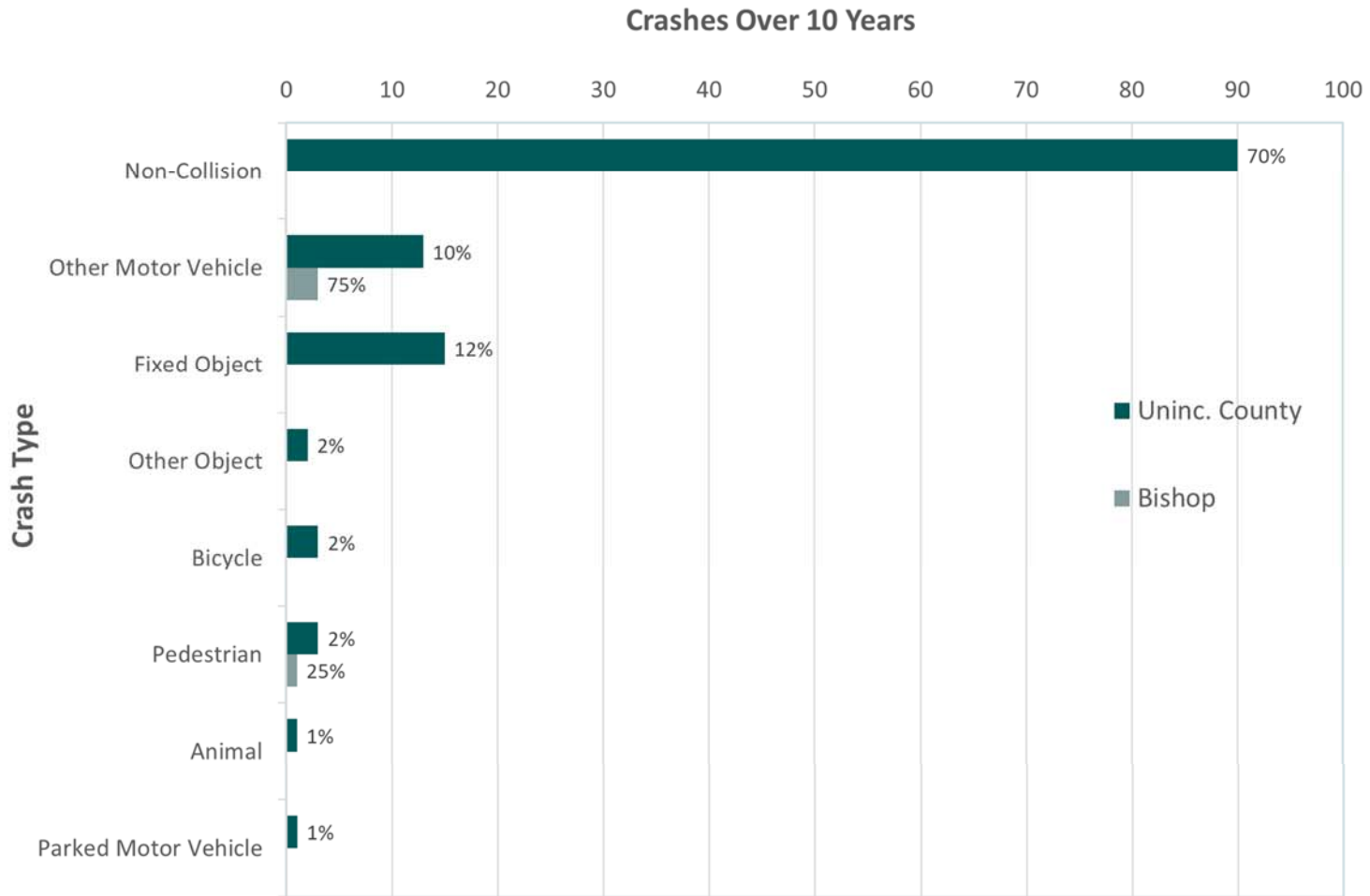
TABLE 10: Summary of Local Road Fatal and Severe Injury Crashes by Motor Vehicle Involvement in Inyo County

2011 to 2020

Collision Type	City of Bishop			Unincorporated Inyo County			Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total
Motor Vehicle Involvement									
Non-Collision	0	0	0	8	82	90	8	82	90
Other Motor Vehicle	2	1	3	2	11	13	4	12	16
Fixed Object	0	0	0	2	13	15	2	13	15
Other Object	0	0	0	0	2	2	0	2	2
Bicycle	0	0	0	0	3	3	0	3	3
Pedestrian	0	1	1	0	3	3	0	4	4
Animal	0	0	0	0	1	1	0	1	1
Parked Motor Vehicle	0	0	0	0	1	1	0	1	1
Unknown	0	0	0	0	1	1	0	1	1
10-Year Total	2	2	4	12	117	129	14	119	133
Percent of All Crashes by Jurisdiction									
Non-Collision	0.0%	0.0%	0.0%	66.7%	70.1%	69.8%	57.1%	68.9%	67.7%
Other Motor Vehicle	100.0%	50.0%	75.0%	16.7%	9.4%	10.1%	28.6%	10.1%	12.0%
Fixed Object	0.0%	0.0%	0.0%	16.7%	11.1%	11.6%	14.3%	10.9%	11.3%
Other Object	0.0%	0.0%	0.0%	0.0%	1.7%	1.6%	0.0%	1.7%	1.5%
Bicycle	0.0%	0.0%	0.0%	0.0%	2.6%	2.3%	0.0%	2.5%	2.3%
Pedestrian	0.0%	50.0%	25.0%	0.0%	2.6%	2.3%	0.0%	3.4%	3.0%
Animal	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
Parked Motor Vehicle	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
Unknown	0.0%	0.0%	0.0%	0.0%	0.9%	0.8%	0.0%	0.8%	0.8%
10-Year Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Statewide Integrated Traffic Records System

Figure 16: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Motor Vehicle Involvement-- 2011 to 2020



Source: Statewide Integrated Traffic Records System

**TABLE 11: Summary of Crashes by Weather, Road Surface and Lighting Conditions in Inyo County
2011 to 2020**

	Local Roads			State Highways			Total		
	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal	City of Bishop	Uninc. Inyo	Subtotal
Weather									
Clear	226	729	955	523	1,605	2,128	749	2,334	3,083
Cloudy	10	77	87	17	151	168	27	228	255
Wind	1	8	9	3	67	70	4	75	79
Fog	0	0	0	2	4	6	2	4	6
Raining	8	13	21	7	41	48	15	54	69
Snowing	1	4	5	1	44	45	2	48	50
Other	1	9	10	0	27	27	1	36	37
-	1	2	3	2	1	3	3	3	6
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
Percent of All Crashes by Jurisdiction									
Clear	91.1%	86.6%	87.6%	94.2%	82.7%	85.3%	93.3%	83.9%	86.0%
Cloudy	4.0%	9.1%	8.0%	3.1%	7.8%	6.7%	3.4%	8.2%	7.1%
Wind	0.4%	1.0%	0.8%	0.5%	3.5%	2.8%	0.5%	2.7%	2.2%
Fog	0.0%	0.0%	0.0%	0.4%	0.2%	0.2%	0.2%	0.1%	0.2%
Raining	3.2%	1.5%	1.9%	1.3%	2.1%	1.9%	1.9%	1.9%	1.9%
Snowing	0.4%	0.5%	0.5%	0.2%	2.3%	1.8%	0.2%	1.7%	1.4%
Other	0.4%	1.1%	0.9%	0.0%	1.4%	1.1%	0.1%	1.3%	1.0%
-	0.4%	0.2%	0.3%	0.4%	0.1%	0.1%	0.4%	0.1%	0.2%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%
Road Surface									
Dry	235	800	1,035	537	1,799	2,336	772	2,599	3,371
Slippery (Mud/Oil/ETC)	1	9	10	2	1	3	3	10	13
Snowy or Icy	1	11	12	4	67	71	5	78	83
Wet	10	22	32	12	69	81	22	91	113
-	1	0	1	0	4	4	1	4	5
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
Percent of All Crashes by Jurisdiction									
Dry	94.8%	95.0%	95.0%	96.8%	92.7%	93.6%	96.1%	93.4%	94.0%
Slippery (Mud/Oil/ETC)	0.4%	1.1%	0.9%	0.4%	0.1%	0.1%	0.4%	0.4%	0.4%
Snowy or Icy	0.4%	1.3%	1.1%	0.7%	3.5%	2.8%	0.6%	2.8%	2.3%
Wet	4.0%	2.6%	2.9%	2.2%	3.6%	3.2%	2.7%	3.3%	3.2%
-	0.4%	0.0%	0.1%	0.0%	0.2%	0.2%	0.1%	0.1%	0.1%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%
Light Conditions									
Daylight	191	532	723	457	1,276	1,733	648	1,808	2,456
Dusk - Dawn	8	46	54	15	96	111	23	142	165
Dark - Street Lights	32	38	70	68	91	159	100	129	229
Dark - Street Lights Not Functioning	0	5	5	0	5	5	0	10	10
Dark - No Street Lights	16	219	235	14	469	483	30	688	718
-	1	2	3	1	3	4	2	5	7
10-Year Total	248	842	1,090	555	1,940	2,495	803	2,782	3,585
Percent of All Crashes by Jurisdiction									
Daylight	77.0%	63.2%	66.3%	82.3%	65.8%	69.5%	80.7%	65.0%	68.5%
Dusk - Dawn	3.2%	5.5%	5.0%	2.7%	4.9%	4.4%	2.9%	5.1%	4.6%
Dark - Street Lights	12.9%	4.5%	6.4%	12.3%	4.7%	6.4%	12.5%	4.6%	6.4%
Dark - Street Lights Not Functioning	0.0%	0.6%	0.5%	0.0%	0.3%	0.2%	0.0%	0.4%	0.3%
Dark - No Street Lights	6.5%	26.0%	21.6%	2.5%	24.2%	19.4%	3.7%	24.7%	20.0%
-	0.4%	0.2%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
10-Year Total	6.9%	23.5%	30.4%	15.5%	54.1%	69.6%	22.4%	77.6%	100.0%

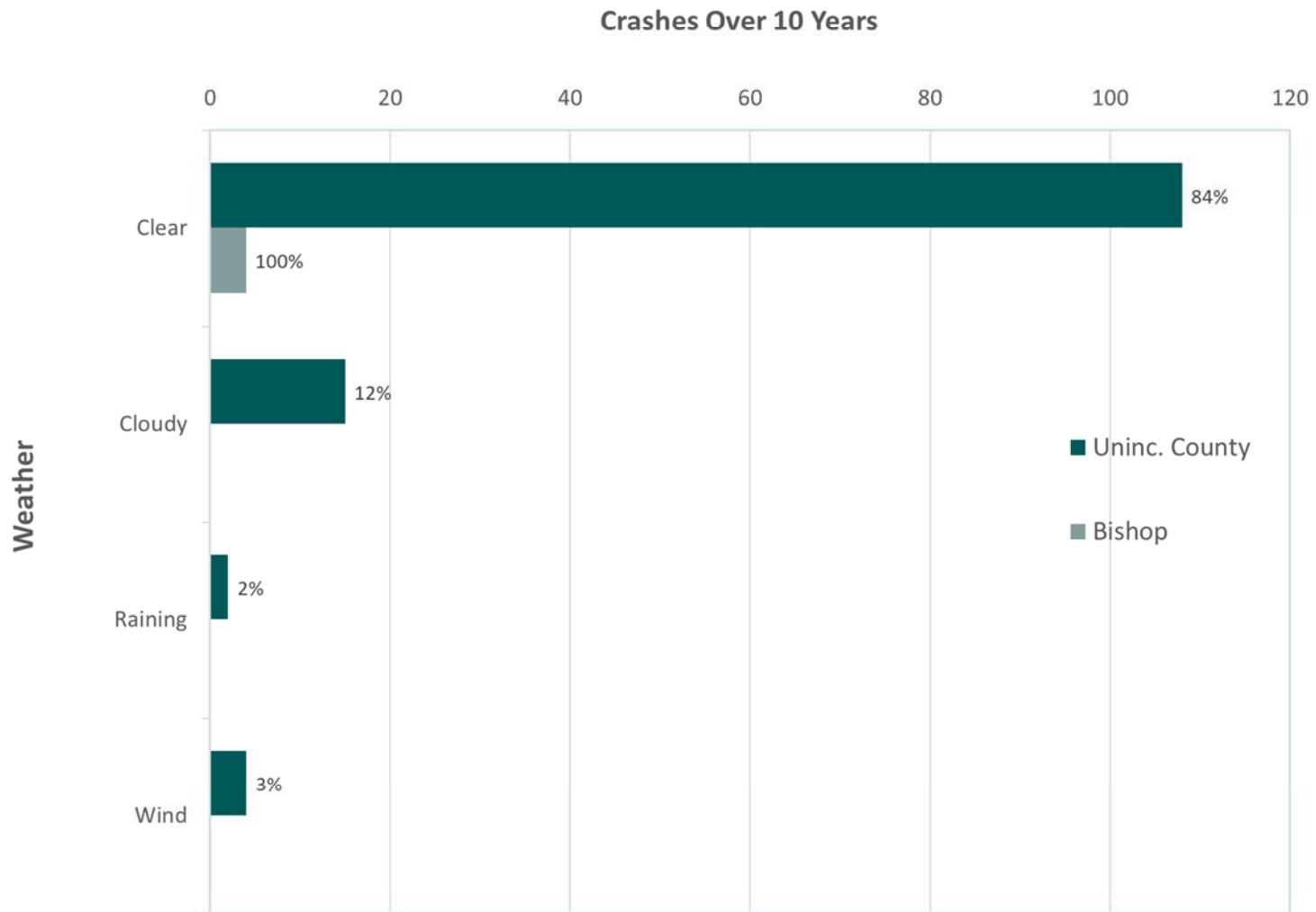
Source: Statewide Integrated Traffic Records System

**TABLE 12: Summary of Local Road Fatal and Severe Injury Crashes by Weather, Road Surface and Lighting Conditions in Inyo County
2011 to 2020**

Collision Type	City of Bishop			Unincorporated Inyo County			Total			% of Total		
	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Sub-total	Fatal	Severe Injury	Total	Fatal	Severe Injury	Total
Weather												
Clear	2	2	4	9	99	108	11	101	112	78.6%	84.9%	84.2%
Cloudy	0	0	0	1	14	15	1	14	15	7.1%	11.8%	11.3%
Raining	0	0	0	0	2	2	0	2	2	0.0%	1.7%	1.5%
Wind	0	0	0	2	2	4	2	2	4	14.3%	1.7%	3.0%
10-Year Total	2	2	4	12	117	129	14	119	133	100.0%	100.0%	100.0%
Road Surface												
Dry	2	2	4	12	110	122	14	112	126	100.0%	94.1%	94.7%
Slippery (Mud/Oil/ETC)	0	0	0	0	3	3	0	3	3	0.0%	2.5%	2.3%
Wet	0	0	0	0	4	4	0	4	4	0.0%	3.4%	3.0%
10-Year Total	2	2	4	12	117	129	14	119	133	100.0%	100.0%	100.0%
Lighting												
Daylight	2	1	3	6	90	96	8	91	99	57.1%	76.5%	74.4%
Dusk - Dawn	0	0	0	1	8	9	1	8	9	7.1%	6.7%	6.8%
Dark - Street Lights	0	1	1	0	2	2	0	3	3	0.0%	2.5%	2.3%
Dark - Street Lights Not Functioning	0	0	0	0	1	1	0	1	1	0.0%	0.8%	0.8%
Dark - No Street Lights	0	0	0	5	16	21	5	16	21	35.7%	13.4%	15.8%
10-Year Total	2	2	4	12	117	129	14	119	133	100.0%	100.0%	100.0%

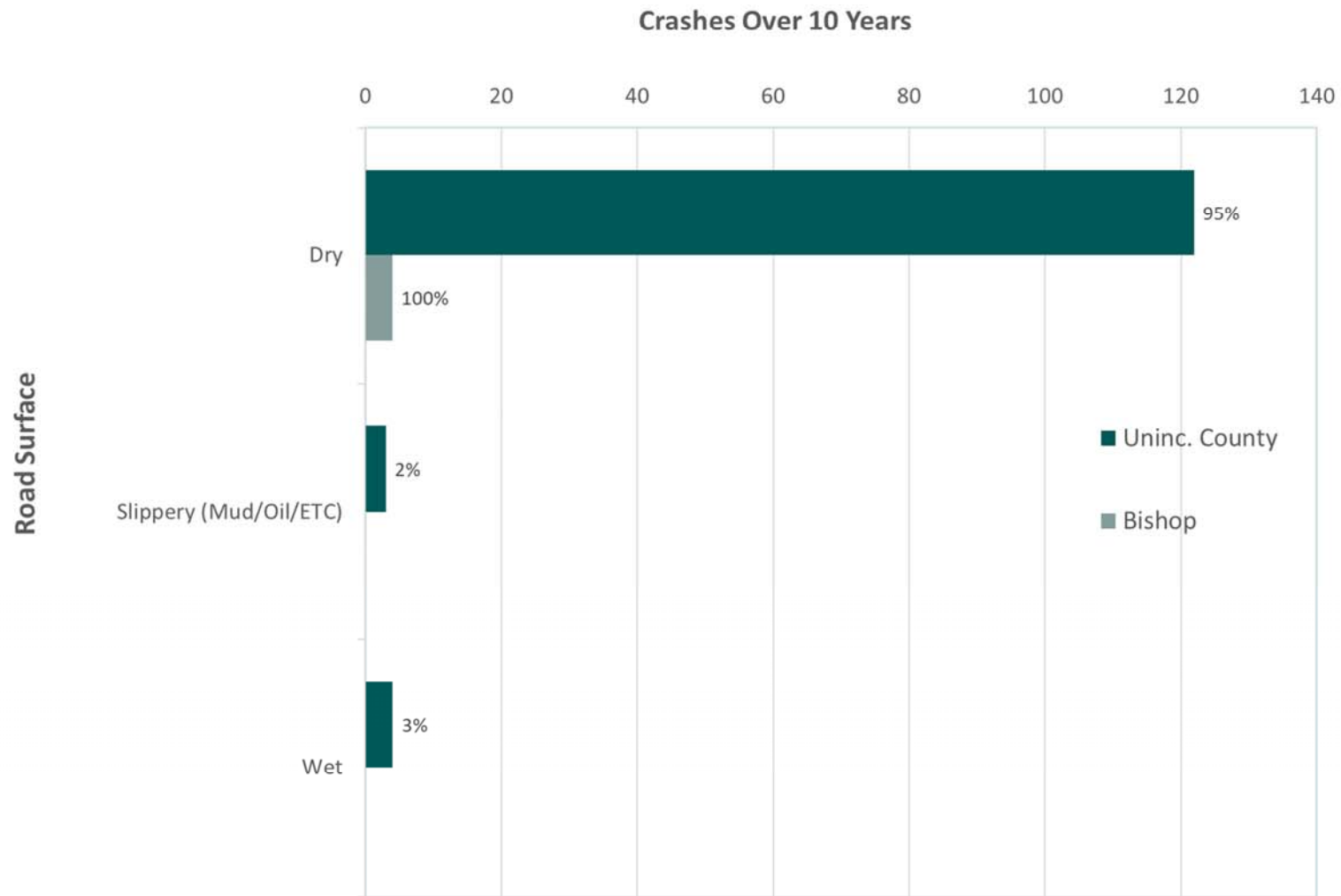
Source: Statewide Integrated Traffic Records System

Figure 17: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Weather -- 2011 to 2020



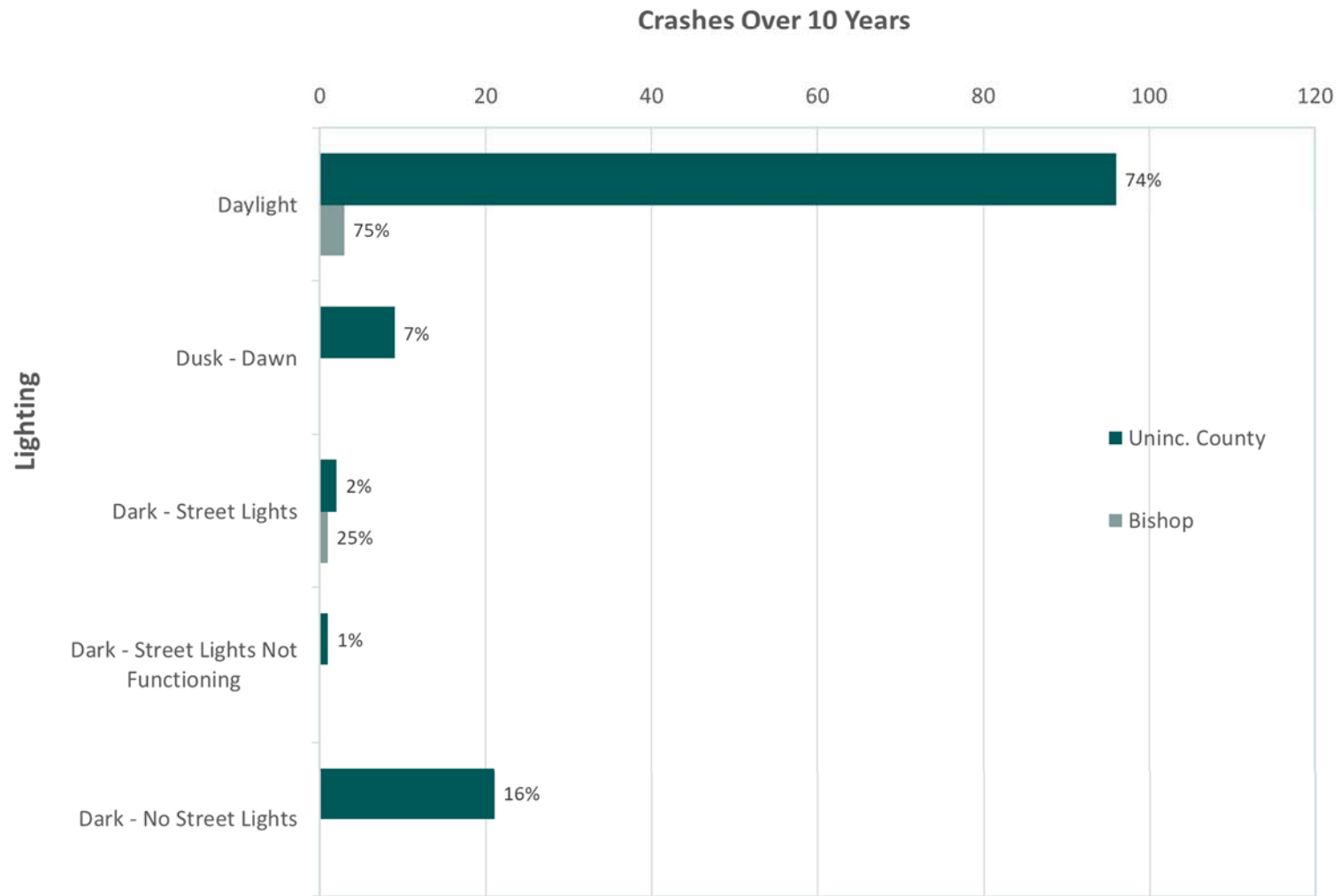
Source: Statewide Integrated Traffic Records System

Figure 18: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Road Surface -- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Figure 19: Fatal and Severe Injury Local Road Crashes in Unincorporated Inyo County by Lighting-- 2011 to 2020



Source: Statewide Integrated Traffic Records System

Figure 20
 Bicycle and Pedestrian Crashes on Bishop Area Local Roadways
 2011-2019

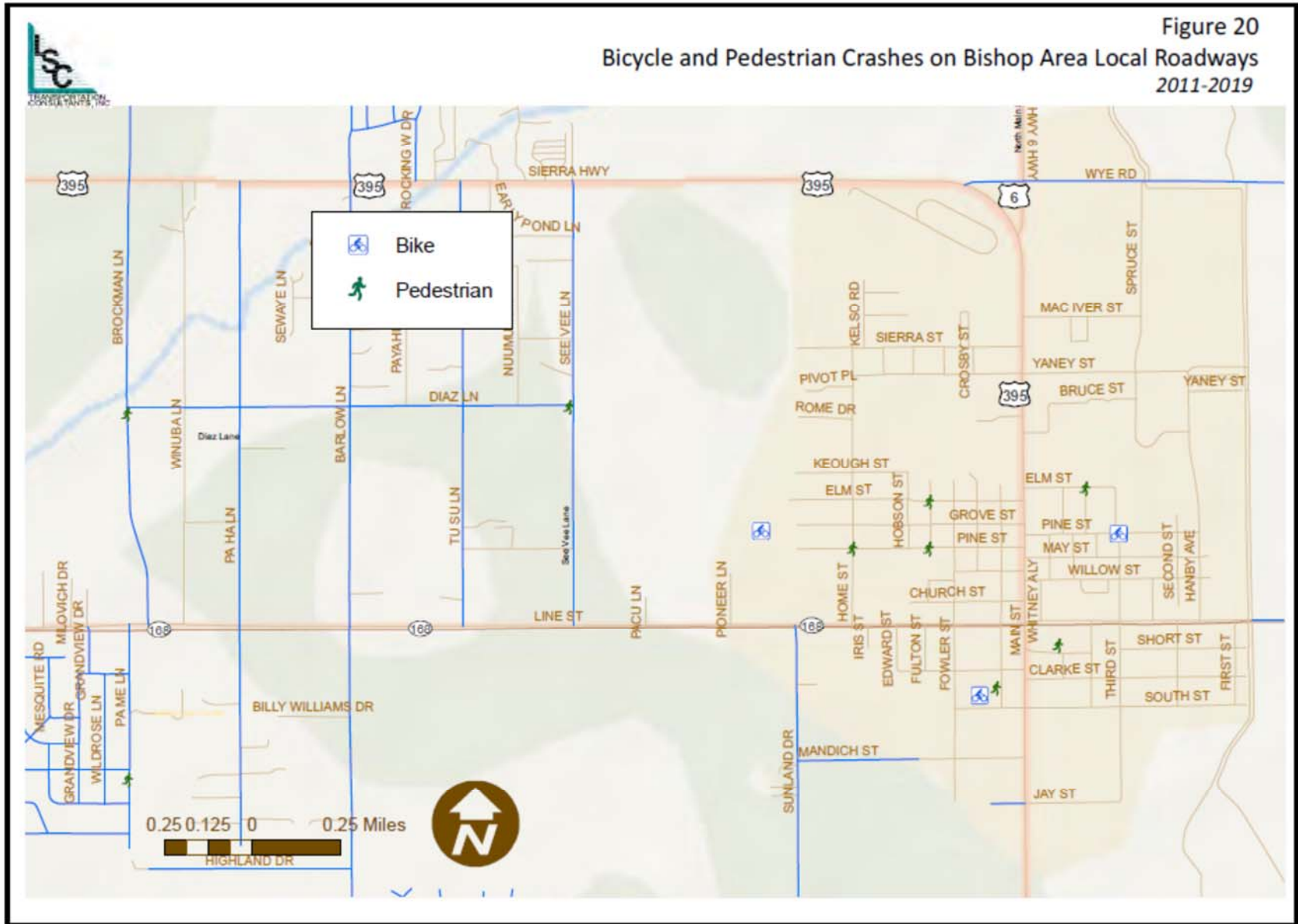


TABLE 13: Office of Traffic Safety Crash Rankings

Note that a higher ranking indicates a safer condition ¹

2019 Analysis

Crash Type	Inyo County				City of Bishop ²		
	2017	2018	2019	3-Yr Avg	2017	2018	2019
Total Fatal and Injury	21/58	40/58	54/58	38/58	-	-	66/74
Alcohol Involved	54/58	44/58	43/58	47/58	-	-	43/74
Had Been Drinking Driver < 21	44/58	33/58	38/58	38/58	-	-	17/74
Had Been Drinking Driver 21 – 34	44/58	54/58	32/58	43/58	-	-	31/74
Motorcycles	5/58	8/58	33/58	15/58	-	-	37/74
Pedestrians	2/58	35/58	26/58	21/58	-	-	40/74
Pedestrians < 15	27/58	34/58	29/58	30/58	-	-	23/74
Pedestrians 65+	8/58	28/58	30/58	22/58	-	-	24/74
Bicyclists	3/58	56/58	17/58	25/58	-	-	44/74
Bicyclists < 15	29/58	32/58	18/58	26/58	-	-	19/74
Composite	NA	NA	NA	NA	-	-	36/74
Speed Related	42/58	51/58	54/58	49/58	-	-	55/74
Nighttime (9:00pm – 2:59am)	9/58	39/58	29/58	26/58	-	-	39/74
Hit and Run	13/58	35/58	18/58	22/58	-	-	38/74

Note 1: Red text indicates the safety ranking is less than the 50th percentile. Red highlight indicates the safety ranking is less than the 25th percentile.

Note 2: The City of Bishop did not send data to SWITRS in 2017 or 2018.

Source: <https://www.ots.ca.gov/media-and-research/crash-rankings/>

**TABLE 14 Total Fatal and Injury Crashes by Primary Crash Factor by Year
2013 to 2017**

PRIMARY CRASH FACTOR	California Statewide # of Crashes				Inyo County # of Crashes										5-Year Avg				% of All Crashes	
	5-Year Avg		% of All Crashes		2013		2014		2015		2016		2017		5-Year Avg		% of All Crashes			
	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury	Fatal	Injury		
Driving or bicycling under influence of alcohol or drug	639	12,947	20%	7%	1	18	0	10	1	16	1	12	2	7	1	13	22%	10%		
Impeding traffic	2	108	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%		
Unsafe speed	502	55,557	16%	31%	0	21	0	13	0	29	0	31	1	35	0	26	4%	20%		
Following too closely	3	3,869	0%	2%	0	1	0	1	0	0	0	0	0	0	0	0	0%	0%		
Wrong side of road	156	5,051	5%	3%	0	2	0	2	0	4	1	4	0	7	0	4	4%	3%		
Improper passing	23	1,116	1%	1%	0	0	0	0	1	0	0	1	0	1	0	0	4%	0%		
Unsafe lane change	55	7,510	2%	4%	0	0	0	2	0	0	0	0	0	1	0	1	0%	0%		
Improper turning	614	25,289	19%	14%	2	49	0	55	2	58	4	65	4	66	2	59	52%	45%		
Automobile right of way	211	28,198	7%	16%	0	15	0	13	1	7	1	6	1	20	1	12	13%	9%		
Pedestrian right of way	109	4,840	3%	3%	0	0	0	0	0	1	0	2	0	2	0	1	0%	1%		
Pedestrian violation	507	4,206	16%	2%	0	1	0	0	0	0	0	0	0	1	0	0	0%	0%		
Traffic signals and signs	151	14,690	5%	8%	0	2	0	1	0	2	0	3	0	3	0	2	0%	2%		
Unsafe starting or backing	12	2,950	0%	2%	0	0	0	1	0	2	0	1	0	1	0	1	0%	1%		
Hazardous parking	3	102	0%	0%	0	1	0	1	0	0	0	0	0	1	0	1	0%	0%		
Lights	1	50	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%		
Brakes	0	29	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%		
Other equipment	3	82	0%	0%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%		
Other hazardous violation	20	1,586	1%	1%	0	1	0	0	0	0	0	3	0	3	0	1	0%	1%		
Other improper driving	10	773	0%	0%	0	0	0	0	0	1	0	1	0	6	0	2	0%	1%		
Fell asleep ^{2/}		6	0%	0%		0		0		0		0		0		0	0%	0%		
Other than driver/ped	59	2,469	2%	1%	0	0	0	4	0	3	0	9	0	11	0	5	0%	4%		
Unknown	92	3,998	3%	2%	0	2	0	1	0	0	0	2	0	5	0	2	0%	2%		
Not stated*	36	2,021	1%	1%	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%		
TOTAL	3,207	177,446	100%	100%	3	113	0	104	5	123	7	140	8	170	5	130	100%	100%		

Note 1: Green highlight indicates crashes that are between 0.1% and 1% of statewide crashes. Red highlight indicates crashes that are over 1% of statewide crashes.

Source: <https://www.chp.ca.gov/programs-services/services-information/switrs-internet-statewide-integrated-traffic-records-system/switrs-2017-report>

APPENDIX A

Roadway Daily Traffic Counts

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
ALTAIR DRIVE	1111	100 FT N. OF STARLITE DRIVE	8/27/1998	9/2/1998	N	23	0
PINE CREEK	1009	.3 MILES W. OF MONTANA AVE. ROVANA	5/15/1999	5/21/1999	W	45	0
			5/15/1999	5/21/1999	E	33	0
SHOSHONE DRIVE	1127	300' N. OF SANIGER LN	5/19/1999	5/25/1999	S	435	22
			5/19/1999	5/25/1999	N	355	5
CHOCTAW LN.	1120	100' E. OF SANIGER LN.	5/19/1999	5/25/1999	E	379	37
			5/27/1999	6/2/1999	W	369	8
OTEY RD.	1024	.1 MILES S OF RED HILL RD	3/2/2005	3/8/2005	W	272	7
			3/2/2005	3/8/2005	E	287	7
RUDOLPH RD	1042	.1 MILES E OF HWY 6	6/3/1999	6/9/1999	S	13	0
			6/3/1999	6/9/1999	N	11	0
DIXON LN	1032	.2 MILES W OF HWY 6	6/10/1999	6/16/1999	W	29	0
			6/10/1999	6/16/1999	E	29	0
SHEPARD LN	1026	100' N. OF HWY 168	6/10/1999	6/16/1999	W	638	2
			6/10/1999	6/16/1999	E	534	2
			5/31/2001	6/6/2001	W	679	2
			5/31/2001	6/6/2001	E	588	2
			2/23/2003	3/1/2003	E	567	4
			2/23/2003	3/1/2003	W	623	4
			3/7/2003	3/13/2003	E	607	5
			3/7/2003	3/13/2003	W	654	2
MCLAREN LN	1029	100' N. OF HWY 168	6/11/1999	6/17/1999	S	350	0
			6/11/1999	6/17/1999	N	266	0
			6/24/1999	6/30/1999	S	295	0
			6/24/1999	6/30/1999	N	235	0
SANIGER LN	1106	400' S OF DIXON LN	6/11/1999	6/17/1999	N	673	0
			6/11/1999	6/17/1999	S	762	0
			6/24/1999	6/30/1999	S	663	4
			6/24/1999	6/30/1999	N	630	4
			6/25/1999	7/1/1999	S	429	0
			6/25/1999	7/1/1999	N	283	0
			5/31/2001	6/6/2001	N	374	14
			5/31/2001	6/6/2001	S	447	10
ED ;POWERS RD	1016	200 ' N OF HWY 168	7/13/2001	7/19/2001	S	444	11
			7/13/2001	7/19/2001	N	388	14
			4/9/2002	4/15/2002	N	422	8
			4/9/2002	4/15/2002	S	359	5
			3/7/2003	3/13/2003	N	390	9
			3/7/2003	3/13/2003	S	499	29
			8/7/1999	8/13/1999	S	126	0
			8/7/1999	8/13/1999	N	85	0
APOLLO DRIVE	1112	100 FT S. OF STARLITE DRIVE	3/2/2005	3/8/2005	S	97	8
			3/2/2005	3/8/2005	N	71	0
ROCK CREEK RD	1001	.2 MILES S OF INYO CO. LINE	9/4/1998	9/10/1998	S	60	0
			7/28/2004	8/3/2004	S	51	0
			7/28/2004	8/3/2004	N	40	0
WEST STREET	1109	100' W OF SANIGER LN	9/4/1999	9/10/1999	S	382	3
			9/4/1999	9/10/1999	N	314	5
POLARIS	1110	100 FT N. OF STARLITE DRIVE	6/25/1999	7/1/1999	W	217	0
			6/25/1999	7/1/1999	E	250	0
			5/31/2001	6/6/2001	E	230	30
			5/31/2001	6/6/2001	W	167	24
			7/13/2001	7/19/2001	W	170	0
			7/13/2001	7/19/2001	E	213	9

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
ARCTURIS	1115	100 FT S. OF STARLITE DRIVE	9/4/1998	9/10/1998	N	32	0
LAWS POLETA RD	1045	.1 MILE N OF EAST LINE STREET	9/10/1998	9/16/1998	N	59	0
SOUTH MT. VIEW	1051	100' N OF MCLAREN LN	11/11/1999	11/17/1999	S	42	0
			11/11/1999	11/17/1999	N	42	0
BROOKSIDE DRIVE	1100	150' EAST OF MCLAREN LN	12/1/1999	12/7/1999	N	458	4
			12/1/1999	12/7/1999	S	454	7
MCLAREN LN	1029	150' E OF SOUTH MT. VIEW	12/1/1999	12/7/1999	W	84	0
			12/1/1999	12/7/1999	E	71	0
RANCH RD.	1052	100' E OF SOUTH MT. VIEW	12/15/1999	12/21/1999	E	137	0
			12/15/1999	12/21/1999	W	295	0
RANCH RD.	1052	100' W OF SOUTH MT. VIEW	12/15/1999	12/21/1999	E	282	0
			12/15/1999	12/21/1999	E	216	0
NORTH MT VIEW	1055	100' N OF RANCH RD.	12/15/1999	12/21/1999	W	229	0
			12/15/1999	12/21/1999	N	75	0
MT TOM	1053	100' N OF RANCH RD.	12/15/1999	12/21/1999	S	81	0
			12/24/1999	12/30/1999	S	82	0
MT TOM	1053	100' S OF RANCH RD.	12/24/1999	12/30/1999	N	84	0
			12/15/1999	12/21/1999	S	43	0
VISTA RD.	1045	100' N OF RANCH RD.	12/15/1999	12/21/1999	N	45	0
			12/24/1999	12/30/1999	S	72	0
AIRPORT RD	2053	.1 MILES N. OF EAST LINE ST.	12/24/1999	12/30/1999	N	68	0
			9/18/1998	9/24/1998	N	165	0
N. BARLOW LN.	1033	.1 MILES N. OF HWY 395	8/12/2003	8/25/2003	S	232	0
			8/12/2003	8/25/2003	N	234	0
			9/23/1998	9/29/1998	S	1327	0
N. BARLOW LANE	1033	.1 MILES S. OF HWY 395	9/23/1998	9/29/1998	N	1209	0
			4/12/2002	4/18/2002	S	1183	4
			4/12/2002	4/18/2002	N	1046	1
			10/13/2016	10/18/2016	BIO	2000	1
			9/25/1998	10/1/1998	S	1319	0
			9/25/1998	10/1/1998	N	1395	0
RUNNING IRON RD.	1104	100' S OF ROCKING K DRIVE	3/6/1999	3/12/1999	S	1267	3
			3/6/1999	3/12/1999	N	1284	2
			10/20/2016	10/25/2016	BIO	1585	0
			5/4/2000	5/10/2000	S	119	0
			5/4/2000	5/10/2000	N	131	0
			9/26/1998	10/2/1998	N	105	0
DIXON LN.	1032	.1 MILE E OF BROCKMAN LN	6/3/2000	6/9/2000	W	162	0
			6/3/2000	6/9/2000	E	158	0
			5/31/2001	6/6/2001	E	142	9
			5/31/2001	6/6/2001	W	151	8
			3/7/2003	3/13/2003	W	134	1
			3/7/2003	3/13/2003	E	142	7
BROCKMAN LN	1030	.1 MILE N OF HWY 395	6/6/2000	6/12/2000	S	179	0
			6/6/2000	6/12/2000	N	183	0
			10/6/2021	10/11/2016	BIO	342	0
BROCKMAN LN	1030	.1MILE SOUTH OF HWY 395	9/29/2016	10/4/2016	BIO	1150	0
ROCKING W DRIVE	1077	100' N OF HWY 395	6/8/2000	6/14/2000	S	1011	0
			6/8/2000	6/14/2000	N	1148	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
LAZY A DRIVE	1084	50' N OF BAR L DR.	6/8/2000	6/14/2000	S	316	0
			6/8/2000	6/14/2000	N	287	0
DIAZ LANE	1062	100 FT E. OF BARLOW LANE	10/1/1998	10/7/1998	W	314	0
			10/1/1998	10/7/1998	E	284	0
ROCKING K DR.	1077	70' W OF ED PWERS RD.	10/7/1998	10/13/1998	W	165	0
			4/17/2009	4/23/2009	E	258	33
			4/17/2009	4/23/2009	W	207	12
BARLOW LANE	1033	80 FT N. OF WEST LINE ST.	10/9/1998	10/15/1998	S	1575	0
			10/9/1998	10/15/1998	N	876	0
			3/6/1999	3/12/1999	N	1356	2
			3/6/1999	3/12/1999	S	1476	33
SANIGER LN.	1106	150' S OF WEST STREET	5/31/2001	6/6/2001	N	352	8
			5/31/2001	6/6/2001	S	472	11
			7/13/2001	7/19/2001	N	376	9
			7/13/2001	7/19/2001	S	554	4
			4/9/2002	4/15/2002	N	385	7
			4/9/2002	4/15/2002	S	466	10
N. BARLOW LN.	1033	100' N OF BAR M	11/8/2001	11/14/2001	S	1152	4
			11/8/2001	11/14/2001	N	1034	3
			4/11/2002	4/17/2002	N	1133	3
			4/11/2002	4/17/2002	S	1274	4
			2/23/2003	3/1/2003	N	1001	2
			2/23/2003	3/1/2003	S	1120	2
			3/7/2003	3/13/2003	S	1195	2
			3/7/2003	3/13/2003	N	1071	4
ED POWERS RD	1016	100' S OF RED HILL RD.	4/17/2009	4/23/2009	N	100	18
			4/17/2009	4/23/2009	S	159	31
N ROUND VALLEY RD.	1003	.2 MILES S. OF BIRCHUM LN.	10/9/2009	10/15/2009	S	85	0
			10/20/2009	10/26/2009	N	84	0
STARLITE DRIVE	1103	100' E OF POLAIRIS CIRCLE	8/7/2003	8/13/2003	W	199	11
			8/7/2003	8/13/2003	E	158	5
			7/28/2004	8/3/2004	W	221	43
			7/28/2004	8/3/2004	E	158	6
POLETA RD	2013	300' E OF EAST LINE ST. CANAL	8/14/2003	8/20/2003	E	712	0
			8/14/2003	8/20/2003	W	679	0
STARLITE DRIVE	1103	150' W OF POLARIS CIRCLE	3/16/2004	3/22/2004	W	254	31
			3/16/2004	3/22/2004	E	181	10
			7/28/2004	8/3/2004	W	180	23
			7/28/2004	8/3/2004	E	170	32
SHEPARD LN	1026	.1 MILE N. OF HWY 168	6/6/2004	6/12/2004	S	381	33
			6/6/2004	6/12/2004	N	376	50
VALLEY VIEW	1108	100' N OF CHOCTAW	3/2/2005	3/8/2005	S	199	16
			3/2/2005	3/8/2005	N	181	21
PLEASANT VALLEY RD.	1022	.1 MILES N. OF HWY 395	11/26/1998	12/2/1998	N	81	0
S. ROUND VALEY RD.	1010	.7 MILES N. OF SAWMILL RD.	11/26/1998	12/2/1998	S	116	0
			11/26/1998	12/2/1998	E	84	0
PINE CREEK RD.	1009	.2 MILES W. OF N. ROUND VALLEY RD	11/26/1998	12/2/1998	W	85	0
			11/26/1998	12/2/1998	E	145	0
OLD SHERWIN GRADE	1007	.2 MILES N OF BIRCHIM LN.	11/26/1998	12/2/1998	W	175	0
			5/15/1999	5/21/1999	E	165	4
			5/15/1999	5/21/1999	W	208	7
			11/26/1998	12/2/1998	N	153	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
POLETA RD.	2013	100 FT. W. OF AIRPORT RD.	11/26/1998	12/2/1998	S	181	0
			2/25/1999	3/3/1999	W	442	0
			2/25/1999	3/3/1999	E	449	0
POLETA RD.	2013	.6 MILES E. OF AIRPORT RD.	11/26/1998	12/2/1998	E	137	0
			11/26/1998	12/2/1998	W	138	0
ED POWERS	1016	.2 MILES N. OF RED HILL RD	12/4/1998	12/10/1998	S	313	0
			12/4/1998	12/10/1998	N	326	0
			4/9/2005	4/15/2005	N	449	4
			4/9/2005	4/15/2005	S	511	5
RED HILL	1017	.1 MILES E. OF ED POWERS RD.	12/4/1998	12/10/1998	E	371	0
			12/4/1998	12/10/1998	W	403	0
			4/9/2005	4/15/2005	E	479	4
			4/9/2005	4/15/2005	W	497	4
TU SU	1060	100 FT. S. OF HWY. 395	12/4/1998	12/10/1998	S	405	0
			12/4/1998	12/10/1998	N	474	0
			3/11/1999	3/17/1999	N	456	11
			3/11/1999	3/17/1999	S	407	27
MILL CREEK	1005	.1 MILES S. OF HWY. 395 N. ENTRANCE	12/12/1998	12/18/1998	N	198	0
			12/12/1998	12/18/1998	S	119	0
SAWMILL	1013	.1 MILES W. OF ED POWERS RD.	12/12/1998	12/18/1998	W	99	0
			12/12/1998	12/18/1998	E	106	0
WARM SPRINGS	2018	.3 MILES E. OF HWY. 395	12/30/1998	1/5/1999	W	67	0
			12/30/1998	1/5/1999	E	90	0
EASTSIDE	2014	.7 MILES N. OF WARM SPRINGS RD	12/30/1998	1/5/1999	N	46	0
			12/30/1998	1/5/1999	S	31	0
MILL CREEK	1005	200 FT. N. OF HWY 395 S. ENTRANCE	12/12/1998	12/18/1998	S	195	0
			12/12/1998	12/18/1998	N	271	0
N. ROUND VLY.RD.	1003	.1 MILES S. OF PINE CR. RD	12/30/1998	1/5/1999	S	53	0
			2/4/1999	2/10/1999	N	60	0
N. BARLOW LN	1033	.2 MILES N. OF WEST LINE ST.	3/19/1999	3/25/1999	N	1392	2
			3/19/1999	3/25/1999	S	1369	3
			4/28/2010	5/4/2010	S	1321	2
			4/28/2010	5/4/2010	N	1386	3
N. BARLOW LN	1033	.3 MILES S. OF HWY. 395	1/8/2000	1/14/2000	S	1371	2
			1/8/2000	1/14/2000	N	1309	2
STARLITE DRIVE	1103	.5 MILES WEST OF HWY 168	9/4/1998	9/10/1998	W	198	0
BROCKMAN LN	1032	.4 MILES S. OF HWY. 395	3/19/1999	3/25/1999	S	767	2
			4/1/1999	4/7/1999	N	576	2
			1/6/2000	1/12/2000	S	688	4
			1/6/2000	1/12/2000	N	536	3
			4/9/2002	4/15/2002	S	819	5
			4/9/2002	4/15/2002	N	647	7
			PA HA	1061	.3 MILES N. OF WEST LINE ST.	3/20/1999	3/26/1999
3/20/1999	3/26/1999	N				414	5
3/20/1999	3/26/1999	S				409	5
3/20/1999	3/26/1999	N				414	5
1/15/2000	1/21/2000	N				427	5
1/15/2000	1/21/2000	N				427	5
1/22/2000	1/28/2000	S				381	2
1/22/2000	1/28/2000	S				381	2
11/25/2008	12/1/2008	S				492	3
11/25/2008	12/1/2008	S				492	3
12/8/2008	12/14/2008	N				475	3

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
SEE VEE	1059	.2 MILES N.OF WEST LINE ST.	12/8/2008	12/14/2008	N	475	3
			3/20/1999	3/26/1999	N	775	6
			4/15/1999	4/21/1999	S	1013	1
			1/8/2000	1/14/2000	N	718	4
			1/8/2000	1/14/2000	S	951	3
TU SU	1060	.4 MILES N OF WEST LINE ST.	4/1/1999	4/7/1999	S	439	3
			4/1/1999	4/7/1999	N	462	3
			4/1/1999	4/7/1999	N	462	3
			4/1/1999	4/7/1999	S	439	3
			1/15/2000	1/21/2000	N	488	2
			1/15/2000	1/21/2000	N	488	2
			1/22/2000	1/28/2000	S	591	10
			1/22/2000	1/28/2000	S	591	10
SILVER CANYON	1044	.2 MILES E.OF HWY 6	4/2/1999	4/8/1999	E	265	0
			4/2/1999	4/8/1999	W	275	0
			4/21/1999	4/27/1999	E	260	17
			4/21/1999	4/27/1999	W	268	15
BUTTERMILK ROAD	1020	.1 MILE WEST OF 168	5/24/2017	5/30/2017	BIO	210	0
APOLLO DRIVE	1112	100 FT N. OF STARLITE DRIVE	8/27/1998	9/2/1998	N	32	0
DIAZ	1062	.2 MILES E.OF BROCKMAN	4/15/1999	4/21/1999	E	259	9
			4/24/1999	4/30/1999	W	213	7
DIAZ	1062	.1 MILES W. OF SEE VEE	4/15/1999	4/21/1999	E	157	18
			4/15/1999	4/21/1999	W	157	7
BIRCHIM LN.	1006	.2 MILES W.OF OLD SHERWIN GRADE	5/5/1999	5/11/1999	W	65	0
			5/5/1999	5/11/1999	E	71	0
N ROUND VALLEY RD.	1003	.1 MILES N.OF PINE CR. RD	5/14/1999	5/20/1999	N	105	0
			5/14/1999	5/20/1999	S	105	0
VANADIUM RANCH RD.	1009	.1 MILES W.OF NORTH ROUND VALLEY RD	5/5/1999	5/11/1999	W	64	0
			5/27/1999	6/2/1999	E	51	0
GORGE RD.	1007	.1 MILES E OF HWY 395	5/5/1999	5/11/1999	E	166	0
			5/5/1999	5/11/1999	W	142	0
FIVE BRIDGES RD.	1036	.1 MILES N OF HWY 6	5/5/1999	5/11/1999	N	162	0
			5/5/1999	5/11/1999	S	179	0
			5/14/1999	5/20/1999	N	228	30
			5/23/1999	5/29/1999	S	159	12
			5/6/1999	5/12/1999	N	1274	4
HORTEN CREEK	1089	.1 MILES S OF S. ROUND VALLEY	5/6/1999	5/12/1999	S	1344	2
			5/6/1999	5/12/1999	S	61	0
PLANT FIVE RD.	1019	.1 MILES S OF BISHOP CR.	6/3/1999	6/9/1999	S	105	0
			6/18/1999	6/24/1999	N	69	0
BISHOP CREEK RD.	2085	1.4 MILES S OF HWY 168	6/3/1999	6/9/1999	N	143	0
			6/18/1999	6/24/1999	S	124	0
SABRINA RD	2026	.2 MILES N OF U.S.F.S. GATE	6/30/1999	7/6/1999	N	356	0
NORTH LAKE	2025	100' W. OF HWY 168	6/30/1999	7/6/1999	S	377	0
			6/30/1999	7/6/1999	S	377	0
SABRINA RD	2026	150 S. OF NORTH LAKE RD.	6/30/1999	7/6/1999	N	356	0
			7/14/1999	7/20/1999	N	235	0
SOUTH LAKE RD	2022	.1 MILES E OF HWY 168	7/14/1999	7/20/1999	S	234	0
			7/14/1999	7/20/1999	S	234	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
GLACIER LODGE RD.	3002	.4 MILES W.OF CONE RD.	7/14/1999	7/20/1999	W	373	0
			7/14/1999	7/20/1999	E	362	0
			8/18/2016	8/23/2016	BIO	816	3
CARDINAL RD	2090	50' W OF HWY 168	7/14/1999	7/20/1999	W	187	0
			7/14/1999	7/20/1999	E	154	4
			12/13/2018	12/18/2018	BIO	125	0
COLUMBINE DR.	2023	200' W. OF HWY 168	7/22/1999	7/28/1999	W	46	0
			7/22/1999	7/28/1999	E	45	0
ALPINE DRIVE	2081	50' E OF HWY 168	7/22/1999	7/28/1999	E	144	0
			7/22/1999	7/28/1999	W	179	0
CATARACT RD	2088	100' W OF COLUMBINE DR	7/22/1999	7/28/1999	E	42	0
			7/22/1999	7/28/1999	W	37	0
WHITE PINE RD	2086	75' S OF CATARACT	7/30/1999	8/5/1999	W	55	0
			7/30/1999	8/5/1999	E	57	0
CATARACT RD	2088	.1 MILES W OF COLUMBINE DR	7/30/1999	8/5/1999	S	17	0
			7/30/1999	8/5/1999	N	16	0
SUNLAND DRIVE	2034	.1 W OF GERKEN LN	7/30/1999	8/5/1999	N	33	0
			8/18/1999	8/24/1999	S	58	0
SUNLAND DRIVE	2034	01 MILE S OF LINE ST	7/31/1999	8/6/1999	W	181	0
			9/10/1999	9/16/1999	E	204	0
UNDERWOOD LN	1028	.1 MILES W OF BARLOW	11/30/2017	12/5/2017	BIO	1727	3
MANZANITA RD	2100	50' N OF ALPINE DRIVE	8/7/1999	8/13/1999	W	96	0
			8/7/1999	8/13/1999	E	255	0
SUMUC RD	2099	100' N OF ALPINE DRIVE	8/18/1999	8/24/1999	N	6	0
			8/18/1999	8/24/1999	S	6	0
SAGE RD	2089	50' E OF HWY 168	8/18/1999	8/24/1999	N	16	0
			8/18/1999	8/24/1999	S	17	0
WHITE MOUNTAIN RD	2083	.1 N. OF HWY 168	8/19/1999	8/25/1999	W	6	0
			8/19/1999	8/25/1999	E	13	0
SIERRA SUMMIT	2098	50' E OF HWY 168	8/25/1999	8/31/1999	E	88	0
			8/25/1999	8/31/1999	W	98	0
			8/4/2016	8/9/2016	BIO	224	1
CANYON DR	2096	30' N OF MT. TOM VIEW	8/26/1999	9/1/1999	E	2	0
			8/26/1999	9/1/1999	W	5	0
MT. TOM VIEW	2097	50' W OF CANTON DR	8/26/1999	9/1/1999	N	36	0
			8/26/1999	9/1/1999	S	48	0
HABEGGER LN	2095	50' E OF SOUTH LAKE RD	8/26/1999	9/1/1999	W	22	0
			8/26/1999	9/1/1999	E	12	0
REYNOLDS RD	3003	.1 MILE W OF HWY 395	8/26/1999	9/1/1999	E	125	0
			8/26/1999	9/1/1999	W	49	0
REYNOLDS RD	3003	.1 MILE N OF OLD COUNTY RD	10/13/1999	10/19/1999	E	309	1
			10/13/1999	10/19/1999	W	315	2
PLANT SIX RD.	1049	100' S. OF HWY 168	10/13/1999	10/19/1999	S	367	0
			10/13/1999	10/19/1999	N	424	0
DEATH VALLEY RD	3017	.4 MILES EAST OF N. ENTRANCE OF SALINE VALLEY RD	11/11/1999	11/17/1999	S	19	0
			11/11/1999	11/17/1999	N	17	0
			9/17/1998	9/23/1998	W	15	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
HIGHLAND DRIVE	1050	100' W OF S BARLOW LN.	9/17/1998	9/23/1998	E	21	0
			1/6/2000	1/12/2000	E	188	0
SUNSET DRIVE	1131	300' E OF S BARLOW LN.	1/6/2000	1/12/2000	W	170	0
			1/6/2000	1/12/2000	W	302	0
SUNSET DRIVE	1131	100' W OF S BARLOW LN.	1/6/2000	1/12/2000	E	329	0
			1/6/2000	1/12/2000	W	233	0
IRENE STREET	1057	100' W OF BARLOW LANE	1/6/2000	1/12/2000	E	260	0
			2/26/2000	3/3/2000	E	286	0
SUNLAND IND.RES. RD.	2031	.1 MILE S OF SCHOBER LN.	2/26/2000	3/3/2000	W	263	0
			1/27/2000	2/4/2000	N	23	0
GLENBROOK WAY	1033	100' W OF BARLOW LN.	1/27/2000	2/4/2000	S	41	0
			8/17/2000	8/23/2000	N	91	19
			8/17/2000	8/23/2000	S	152	13
			3/1/2000	3/7/2000	W	184	0
LONGVIEW DRIVE	1074	100' E OF BARLOW LN.	3/1/2000	3/7/2000	E	180	0
			3/1/2000	3/7/2000	W	181	0
SIERRA VISTA WAY	1076	100' W OF BARLOW LN.	3/1/2000	3/7/2000	E	327	0
			3/1/2000	3/7/2000	W	276	0
SUNRISE DRIVE DRIVE	1023	300' E OF BARLOW LN.	3/1/2000	3/7/2000	W	183	0
			3/1/2000	3/7/2000	E	173	0
OLIVA LANE	3070	500' E OF RENOLDS RD.	3/23/2000	3/28/2000	E	123	0
			3/23/2000	3/28/2000	W	98	0
WEST CEDAR ST.	1070	100' W OF MEADOW LN.	3/16/2000	3/22/2000	W	82	0
			3/16/2000	3/22/2000	E	110	0
MEADOW LANE	1067	.1 MILE S OF WEST LINE ST.	3/16/2000	3/22/2000	S	387	0
			3/16/2000	3/22/2000	N	313	0
PINION RD.	1071	50' N OF MEADOW LN.	3/16/2000	3/22/2000	S	36	0
			3/16/2000	3/22/2000	N	30	0
MESQUITE RD	1068	100' S OF LARJEL RD	3/24/2000	3/30/2000	S	96	0
			3/24/2000	3/30/2000	N	110	0
MORNINGSIDE DRIVE	1080	50' E OF MESQUITE RD	3/24/2000	3/30/2000	E	76	0
			3/24/2000	3/30/2000	W	73	0
GRANDVIEW DRIVE	1082	150' N OF MORNINSIDE DR	3/24/2000	3/30/2000	S	82	0
			3/24/2000	3/30/2000	N	37	0
MESQUITE RD	1068	100' W OF PA-ME LN.	4/19/2000	4/25/2000	W	99	0
			4/19/2000	4/25/2000	E	115	0
WILDROSE LN.	1181	100' N OF MEAQUITE RD.	4/19/2000	4/25/2000	S	27	0
			4/19/2000	4/25/2000	N	18	0
INDIAN CREEK DRIVE	1078	100' W OF PA-ME LN.	4/19/2000	4/25/2000	W	219	0
			4/19/2000	4/25/2000	E	230	0
S. TUMBLEWEED DRIVE	1079	100' N OF INDIAN CREEK	4/19/2000	4/25/2000	S	107	0
			4/19/2000	4/25/2000	N	85	0
CROCKER AVE.	3206	300' W OF HWY 395	5/4/2000	5/10/2000	W	622	0
			5/4/2000	5/10/2000	E	534	0
BIR RD.	1034	.1 MILE W OF BARLOW LN.	5/4/2000	5/10/2000	W	47	0
			5/4/2000	5/10/2000	E	40	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
SCHOOL ST.	3213	75' S OF CROCKER ST.	12/3/2002	12/9/2002	W	52	0
			12/3/2002	12/9/2002	E	64	0
SCHOOL ST.	3213	100' N OF CROCKER ST.	6/28/2000	7/4/2000	S	294	0
			6/28/2000	7/4/2000	N	287	0
BAKER CR.	3004	.1 MILE W OF HWY 395	6/28/2000	7/4/2000	N	323	0
			6/28/2000	7/4/2000	S	332	0
DEWEY ST.	3208	100' W OF HWY 395	7/26/2000	8/1/2000	E	84	0
			7/26/2000	8/1/2000	W	88	0
NEWMAN ST.	3011	.1 MILE N OF HWY 395	7/26/2000	8/1/2000	W	105	0
			7/26/2000	8/1/2000	E	201	0
BUTCHER LN.	3051	100' E OF HWY 395	8/16/2000	8/22/2000	S	22	0
			8/16/2000	8/22/2000	N	16	0
SCHOBER LANE	1035	.2 MILE W OF SUNLAND IND.RES. RD.	8/16/2000	8/22/2000	W	44	0
			8/16/2000	8/22/2000	E	25	0
CHESTNUT ST..	3209	150' W OF HWY 395	8/17/2000	8/23/2000	E	413	6
			8/17/2000	8/23/2000	W	405	3
WALNUT ST.	3210	100' W OF HWY 395	8/25/2000	8/31/2000	E	93	0
			8/25/2000	8/31/2000	W	67	0
JULIE ANN LN.	3065	50' E OF RENOLDS RD.	8/25/2000	8/31/2000	W	75	0
			8/25/2000	8/31/2000	E	89	0
JUNIPER RD..	3058	50' E OF RENOLDS RD.	9/13/2000	9/19/2000	W	126	0
			9/13/2000	9/19/2000	E	102	0
TERRACE DRIVE	3054	50' E OF RENOLDS RD.	9/13/2000	9/19/2000	W	135	0
			9/13/2000	9/19/2000	E	116	0
MYRTLE LN.	3068	50' E OF RENOLDS RD.	10/4/2000	10/10/2000	E	63	0
			10/4/2000	10/10/2000	W	76	0
PINE RD.	3057	50' E OF RENOLDS RD.	10/14/2000	10/20/2000	E	59	0
			10/14/2000	10/20/2000	W	72	0
TERRACE DRIVE	3054	50' E OF RENOLDS RD.	10/14/2000	10/20/2000	W	192	0
			10/14/2000	10/20/2000	E	190	0
MARIANNE WAY	3064	50' S OF OLIVIA LN.	10/19/2000	10/25/2000	E	55	0
			10/19/2000	10/25/2000	W	76	0
DEATH VALLEY RD.	3017	.1 MILE E OF HWY 168	9/5/1998	9/11/1998	E	385	0
			10/19/2000	10/25/2000	N	16	0
BARLOW LN.	1033	200' N OF HIGHLAND DRIVE	10/19/2000	10/25/2000	S	12	0
			11/15/2000	11/21/2000	E	14	0
BARLOW LANE	1033	120 FT S. OF WEST LINE ST.	11/15/2000	11/21/2000	W	29	0
			2/2/2001	2/8/2001	N	1690	2
S. BARLOW LN.	1033	.1 MILE N OF BIRR RD.	2/2/2001	2/8/2001	S	1732	2
			10/9/1998	10/15/1998	S	1828	0
S. BARLOW LN.	1033	.1 MILE S OF BIRR RD.	10/9/1998	10/15/1998	N	1769	0
			3/11/1999	3/17/1999	N	1825	7
MANDICH	2043	.1 MILE W. OF HWY 395	3/11/1999	3/17/1999	S	1824	2
			12/3/2002	12/9/2002	N	83	0
MANDICH	2043	.1 MILE W. OF HWY 395	12/3/2002	12/9/2002	S	79	0
			12/3/2002	12/9/2002	S	26	0
MANDICH	2043	.1 MILE W. OF HWY 395	12/3/2002	12/9/2002	S	26	0
			12/3/2002	12/9/2002	N	18	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direction	Average Daily Traffic Volume	Percent Trucks
			Start	End			
MANDICH	2043	.1 MILE E OF SUNLAND DRIVE	4/24/2003	5/11/2003	W	371	0
			4/24/2003	5/11/2003	E	412	0
SUNLAND DRIVE	2034	.2 MILE S OF W. LINE ST.	4/24/2003	5/11/2003	W	291	0
			4/24/2003	5/11/2003	E	301	0
S. FOWLER	1111	.2 MILES S. OF W. LINE	4/24/2003	4/30/2003	N	694	0
			8/12/2003	8/18/2003	N	688	0
			8/12/2003	8/18/2003	S	783	0
SABRINA RD.	2026	BELOW FIRST BRIDGE	4/24/2003	4/30/2003	N	1717	0
			4/24/2003	5/30/2003	S	266	0
STARLITE DRIVE	1103	200' E OF ARCTURIS CIRCLE	4/29/2010	5/5/2010	N	166	26
			5/15/2010	5/21/2010	S	235	21
			5/15/2010	5/21/2010	N	137	17
COLLINS RD	2019	.2 MILES W OF HWY 395	9/1/2006	9/7/2006	E	66	0
			9/1/2006	9/7/2006	W	85	21
PA-ME-LN.	1063	.2 MILES S. OF W. LINE ST.	12/5/2006	12/11/2006	W	157	16
			12/5/2006	12/11/2006	E	125	17
SCHOOL STREET	3213	300' S OF WALNUT ST.	3/17/2007	3/23/2007	S	538	7
			3/17/2007	3/23/2007	N	642	9
PA HA	1061	50 FT. S. OF WEST LINE ST.	10/3/2007	10/9/2007	S	116	8
			10/3/2007	10/9/2007	N	112	10
PA ME	1063	150 FT. S. OF WEST LINE ST.	12/4/1998	12/10/1998	S	417	0
			12/4/1998	12/10/1998	N	460	0
			3/11/1999	3/17/1999	N	471	52
			3/11/1999	3/17/1999	S	419	7
			12/4/1998	12/10/1998	N	889	0
KEOUGH'S HOT SPRINGS	2029	.1 MILES W OF HWY. 395	12/4/1998	12/10/1998	S	833	0
			3/12/1999	3/18/1999	N	937	3
			3/12/1999	3/18/1999	S	854	4
			6/6/2004	6/12/2004	N	890	5
			6/6/2004	6/12/2004	S	840	3
SCHOBBER LANE	1035	200 FT W. OF HWY 395	12/4/1998	12/10/1998	E	127	0
			12/17/1998	12/23/1998	W	174	0
COLLINS	2019	500' W. OF HWY 395	12/12/1998	12/18/1998	W	355	0
			12/12/1998	12/18/1998	E	353	0
SUNLAND DRIVE	2034	.7 MILES S. OF W. LINE STREET	12/17/1998	12/23/1998	E	104	0
			12/17/1998	12/23/1998	W	148	0
			5/7/2004	5/13/2004	W	171	20
SUNLAND INDIAN RES. RD.	2031	.3 MILES W. OF HWY. 395	5/7/2004	5/13/2004	E	121	6
			12/30/1998	1/5/1999	S	659	0
COUNTY RD B.P.	3028	.3 MILES W. OF HWY. 395	12/30/1998	1/5/1999	N	548	0
			12/30/1998	1/5/1999	E	364	0
DUMP RD B.P.	3015	.1 MILES W. OF HWY. 395	1/22/1999	1/28/1999	W	300	0
			1/22/1999	1/28/1999	E	379	0
			5/27/1999	6/2/1999	E	489	12
SCHOBBER LANE	1035	.1 MILE W OF SUNLAND RD.	5/27/1999	6/2/1999	W	478	10
			1/22/1999	1/28/1999	E	41	0
GERKIN	2020	.1 MILES W. OF HWY. 395	1/22/1999	1/28/1999	W	42	0
			2/4/1999	2/10/1999	W	423	0
			2/4/1999	2/10/1999	E	358	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direction	Average Daily Traffic Volume	Percent Trucks
			Start	End			
BARLOW LN	1033	.2 MILES S. OF WEST LINE ST.	2/25/1999	3/3/1999	S	473	0
			2/25/1999	3/3/1999	N	398	0
			7/23/1999	7/29/1999	S	529	12
			7/23/1999	7/28/1999	N	476	2
PA HA	1061	.1 MILES S.OF WEST LINE ST.	3/19/1999	3/25/1999	S	1744	2
			3/19/1999	3/25/1999	N	1774	2
PA ME	1063	.1 MILES S.OF WEST LINE ST.	3/20/1999	3/26/1999	S	370	3
			3/20/1999	3/26/1999	N	396	10
REATA RD.	1027	.3 MILES S. OF WEST LINE ST.	4/1/1999	4/7/1999	S	609	4
			4/1/1999	4/7/1999	N	656	6
			4/15/1999	4/21/1999	S	264	0
			4/15/1999	4/21/1999	N	242	0
MUMY LN	1025	.2 MILES S. OF WEST LINE ST.	4/24/1999	4/30/1999	N	188	3
			4/24/1999	4/30/1999	S	199	3
			4/15/1999	4/21/1999	S	43	0
FORT RD	3029	.1 MILES EAST OF HWY 395 N ENTRANCE	4/15/1999	4/21/1999	N	37	0
			8/8/1998	8/14/1998	E	72	0
DOLOMITE LOOP RD	4010	.1 MILES E OF HWY 136 W. ENTRANCE	8/8/1998	8/14/1998	W	68	0
			5/27/1999	6/2/1999	E	8	0
DOLOMITE LOOP RD	4010	.1 MILES N OF HWY 136 S. ENTRANCE	5/27/1999	6/2/1999	W	14	0
			5/27/1999	6/2/1999	S	6	0
FORT RD	3029	.1 MILES EAST OF HWY 395 S ENTRANCE	5/27/1999	6/2/1999	N	5	0
			8/27/1998	9/2/1998	S	85	0
BLACK ROCK SPRINGS	3024	.1 MILES E OF HWY 395	8/27/1998	9/2/1998	N	109	0
			6/17/1999	6/23/1999	E	45	0
ONION VALLEY RD	3047	.1 MILES N.OF SEVEN PINES	6/17/1999	6/23/1999	W	41	0
			8/12/1999	8/18/1999	S	87	0
MAZOURKA	3045	2 MILES EAST OF HWY 395	8/12/1999	8/18/1999	N	99	0
			9/12/1998	9/18/1998	E	26	0
GOODALE RD	3056	.6 MILES WEST OF HWY 395	9/12/1998	9/18/1998	W	37	0
			8/8/1998	8/14/1998	W	35	0
TABOOSE CREEK RD.	3022	.1 MILE W OF HWY 395	8/8/1998	8/14/1998	W	35	0
			5/4/2000	5/10/2000	W	88	0
MARKET ST.	5074	100' W OF CLAY ST.	5/4/2000	5/10/2000	E	82	0
			6/2/2000	6/8/2000	E	189	4
JEWEL ST.	3041	100' S OF INYO ST.	6/2/2000	6/8/2000	W	180	10
			7/20/2000	7/26/2000	S	21	0
FISH SPRINGS	3035	.1 MILE W OF HWY. 395 S. ENTRANCE	7/20/2000	7/26/2000	N	20	0
			12/1/2000	12/6/2000	E	134	58
JACKSON ST.	3419	100' S. OF MAIN ST.	12/1/2000	12/6/2000	W	129	59
			1/30/2003	2/5/2003	N	66	0
JACKSON ST.	3419	100' N. OF MAIN ST.	1/30/2003	2/5/2003	S	47	0
			1/30/2003	2/5/2003	N	38	0
JACKSON ST	3419	100' S. OF WALL ST.	1/30/2003	2/5/2003	N	38	0
			1/30/2003	2/5/2003	S	43	0
JACKSON ST,	3419	100' N. OF WALL ST.	2/5/2003	2/11/2003	S	27	0
			2/5/2003	2/11/2003	N	28	0
			2/5/2003	2/11/2003	S	19	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direction	Average Daily Traffic Volume	Percent Trucks
			Start	End			
E. MAIN ST.	3403	100' E OF JACKSON ST.	2/5/2003	2/11/2003	N	19	0
			1/30/2003	2/5/2003	E	29	0
E. MAIN ST.	3403	100' W OF JACKSON ST.	1/30/2003	2/5/2003	W	30	0
			1/30/2003	2/5/2003	E	64	0
E. WALL ST.	3402	100' E OF JACKSON ST.	1/30/2003	2/5/2003	W	78	0
			1/30/2003	2/5/2003	E	64	0
E. WALL ST.	3402	100' W OF JACKSON ST.	2/5/2003	2/11/2003	E	25	0
			2/5/2003	2/11/2003	W	29	0
SHABBELL LN	3036	100' N OF MILLER LN	2/5/2003	2/11/2003	W	37	0
			2/5/2003	2/11/2003	E	25	0
BELL ACCESS RD	3034	50' W OF OAK CREEK BRIDGE	5/16/2008	5/22/2008	S	29	0
			5/16/2008	5/22/2008	N	26	0
MAZOURKA CYN.	3045	.8 MILES E OF HWY 395	10/14/2010	10/19/2010	W	23	0
			10/17/2010	10/23/2010	E	27	0
CITRUS RD	3410	100; W OF HWY 395	6/10/2003	6/16/2003	W	87	0
			6/10/2003	6/16/2003	E	66	0
FISH HATCHERY RD	3030	.4 MILES WEST OF HWY 395	12/16/2004	12/22/2004	E	24	0
			12/16/2004	12/22/2004	W	17	0
BLACK ROCK SRINGS RD	3024	.1 MILES WEST OF HWY 395	8/8/1998	8/14/1998	W	115	0
			8/19/1998	8/25/1998	W	62	0
INDY. DUMP RD.	3046	.2 MILES E.OF HWY. 395	8/19/1998	8/25/1998	E	60	0
			1/8/1999	1/14/1999	W	37	0
ONION VALLEY	3047	.6 MILES WEST OF HWY 395	1/8/1999	1/14/1999	E	34	0
			8/19/1998	8/25/1998	W	170	0
FISH SPRINGS	3035	.1 MILES W.OF HWY. 395 N. ENTRANCE	1/22/1999	1/28/1999	S	55	0
			1/22/1999	1/28/1999	N	40	0
			1/22/1999	1/28/1999	N	40	0
			1/22/1999	1/28/1999	S	55	0
			12/1/2000	12/6/2000	N	126	34
			12/1/2000	12/6/2000	S	100	29
			12/1/2000	12/6/2000	N	126	34
			12/1/2000	12/6/2000	S	100	29
ABERDEEN STATION RD.	3023	.1 MILES E.OF HWY. 395	1/22/1999	1/28/1999	E	7	0
			1/22/1999	1/28/1999	W	6	0
SHABBELL LANE	3036	.1 MILES E.OF HWY. 395 S. ENTRANCE	1/22/1999	1/28/1999	S	41	0
			1/22/1999	1/28/1999	N	50	0
MAZOURKA	3045	.1 MILES EAST OF HWY 395	8/19/1998	8/25/1998	E	65	0
			8/19/1998	8/25/1998	W	90	0
			12/16/2004	12/22/2004	W	95	26
			12/16/2004	12/22/2004	E	60	0
HORSESHOE MDW RD.	4017	.1 MILES S.OF LUBKEN CYN.	8/4/1999	8/10/1999	N	79	0
			8/4/1999	8/10/1999	S	90	0
WHITNEY PORTAL RD.	4018	.2 MILES W OF HORSESHOE MDWS. RD.	8/6/1999	8/12/1999	W	372	0
			8/6/1999	8/12/1999	E	326	0
SAGE FLAT RD	5025	.1 MILES W OF HWY 395	8/13/1999	8/19/1999	E	28	0
			8/13/1999	8/19/1999	W	29	0
THUNDER CLOUD LN	4044	.1 MILE E OF TUTTLE CREEK RD	9/9/1999	9/15/1999	E	29	0
			9/9/1999	9/15/1999	W	41	0
SUNSET DRIVE	4046	.2 MILE E OF TUTTLE CREEK RD					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
ALABAMA DRIVE	4049	.1 MILE E OF TUTTLE CREEK RD	9/9/1999	9/15/1999	E	60	0
			9/9/1999	9/15/1999	W	100	19
INDIAN SPRINGS RD	4022	.2 MILE E OF TUTTLE CREEK RD	9/9/1999	9/15/1999	W	70	0
			9/9/1999	9/15/1999	E	64	0
SHAHAR LANE	4045	.1 MILE W OF Mc DONOLD RD.	9/9/1999	9/15/1999	W	88	0
			9/9/1999	9/15/1999	E	85	0
INDIAN SPRINGS	4022	.1 MILE E OF Mc DONOLD RD.	9/17/1999	9/23/1999	E	52	0
			9/17/1999	9/23/1999	W	49	0
McDONOLD RD	4050	.1 MILE N OF INDIAN SPRINGS RD	9/17/1999	9/23/1999	W	86	0
			9/17/1999	9/23/1999	E	57	0
TUTTLE CREEK RD	4019	.1 MILE N OF INDIAN SPRINGS RD	9/17/1999	9/23/1999	S	26	0
			9/17/1999	9/23/1999	N	19	0
TUTTLE CREEK RD	4019	.1 MILE N OF ALABAMA DRIVE RD	9/17/1999	9/23/1999	S	91	0
			9/17/1999	9/23/1999	N	89	0
SUNSET DRIVE	4046	.1 MILE E OF HORSESHOE MDWS. RD.	9/17/1999	9/23/1999	S	146	4
			9/17/1999	9/23/1999	N	147	6
WHITNEY PORTAL RD	4018	.5 MILE W OF TUTTLE CREEK RD.	9/30/1999	10/5/1999	W	216	4
			9/30/1999	10/5/1999	E	241	3
			10/7/1999	10/13/1999	W	280	3
			10/7/1999	10/13/1999	E	636	4
S. ENTRANCE SALINE VALY	4013	.1 MILE N OF HWY 190	12/22/1999	12/28/1999	S	8	0
			12/22/1999	12/28/1999	N	11	0
SHOP STREET	5021	100' W OF HIGHWAY 395	1/20/2000	1/26/2000	N	40	0
ALLEY E. OF EL-DORADO SA	4052	50' N OF LOCOST ST	1/28/2000	2/3/2000	S	46	0
			1/20/2000	1/26/2000	S	59	0
ALLEY E. OF DAVES AUTO	4052	25' S OF BEGOLE STREET	1/20/2000	1/26/2000	N	58	0
			1/20/2000	1/26/2000	S	96	0
MIOVIE RD.	4037	.1 MILE N. OF WHITNEY PORTAL RD.	1/20/2000	1/26/2000	N	106	0
			3/2/2000	3/8/2000	E	37	0
BEGOLE STREET	4401	200' E OF HWY 395	3/2/2000	3/8/2000	W	39	0
			3/31/2000	4/6/2000	E	129	0
SHOP STREET	5021	100' S OF FALL RD	3/31/2000	4/6/2000	W	76	0
			4/20/2000	4/26/2000	N	57	0
WILLIAMS DR.	5069	50' S OF FALL RD.	4/20/2000	4/26/2000	S	38	0
			4/20/2000	4/26/2000	S	17	0
CERRO GORDO STREET	4204	100' W OF HWY 136	4/20/2000	4/26/2000	S	17	0
			5/17/2000	5/23/2000	E	34	0
			5/17/2000	5/23/2000	W	24	0
			3/24/2005	3/30/2005	W	114	22
MALONE ST	4203	100' W OF HWY 136	3/24/2005	3/30/2005	E	106	8
			5/17/2000	5/23/2000	W	39	0
OLD STATE HWY	4206	100' S OF LINCOLN STREET	5/17/2000	5/23/2000	E	39	0
			5/17/2000	5/23/2000	N	16	0
OLANCHA DUMP RD.	4031	.3 MILE N OF LINCOLN STREET	5/17/2000	5/23/2000	N	16	0
WEST POST STREET	4409	100' E OF LAKEVIEW	5/17/2000	5/23/2000	S	15	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
WHITNEY PORTAL RD.	4018	250' E OF TUTTLE CRK. RD.	5/18/2000	5/24/2000	W	96	0
			5/18/2000	5/24/2000	E	87	0
WHITNEY PORTAL RD.	4018	200' W OF TUTTLE CRK. RD.	5/18/2000	5/24/2000	E	824	9
			5/18/2000	5/24/2000	W	859	6
WHITNEY PORTAL RD.	4018	200' W OF BREWERY ST.	5/18/2000	5/24/2000	E	666	9
			5/18/2000	5/24/2000	W	860	9
JACKSON ST.	4419	100' S OF BUSH ST.	4/11/2019	4/16/2019	BIO	1410	10
BUSH ST.	4405	50' W OF JACKSON ST.	6/29/2000	7/5/2000	N	235	0
			6/29/2000	7/5/2000	S	375	0
JACKSON ST.	4419	100' S OF WILLOW ST.	6/29/2000	7/5/2000	W	227	0
			6/29/2000	7/5/2000	E	218	0
BUSH ST.	4405	50' E OF JACKSON	7/21/2000	7/27/2000	S	344	0
			7/21/2000	7/27/2000	N	225	0
TRONA WILDROSE	5029	.1 MILE S. OF INDAIN RANCH RD.	7/21/2000	7/27/2000	E	61	0
			7/21/2000	7/27/2000	W	59	0
TRONA WILDROSE	5029	.1 MILE N. OF SAN BERNARDION CO LINE	7/28/2000	8/3/2000	S	93	6
			8/9/2000	8/15/2000	N	95	6
COTTONWOOD RD.	4025	.5 MILE W OF HWY 395	6/15/2017	6/21/2017	BIO	453	7
			8/9/2000	8/15/2000	S	3	0
CLAY ALLEY	4206	250' S OF CERRO GORDO RD	8/9/2000	8/15/2000	N	2	0
			9/21/2000	9/27/2000	S	19	0
BURKHARDT RD.	4043	100' W. OF HWY 395	9/21/2000	9/27/2000	N	18	0
			9/11/2001	9/17/2001	E	167	0
TEHA RD.	4058	100' E OF HWY 395	9/11/2001	9/17/2001	W	177	0
			9/11/2001	9/17/2001	E	236	0
PANAMINT VALLEY RD	5018	.2 MILES W. OF TRONA WILDROSE RD	9/11/2001	9/17/2001	W	318	0
			10/16/2001	10/22/2001	E	181	32
TUTTLE CR.	4019	100' N OF THUNDERCLOUD LN.	10/16/2001	10/22/2001	W	293	20
			10/15/1998	10/21/1998	S	110	0
TRONA WILDROSE RD.	5029	.2 MILES S. OF PANAMINT VALLEY RD.	10/15/1998	10/21/1998	N	93	0
			4/3/2008	4/9/2008	N	64	0
WALKER CREEK RD	5022	50' E OF WALKER CR. BRIDGE	4/3/2008	4/9/2008	S	63	0
			10/15/1998	10/21/1998	N	130	0
CARROLL CREEK RD	4024	50' E OF CARROLL CR. BRIDGE	10/15/1998	10/21/1998	S	99	0
			12/29/2005	1/4/2006	N	165	10
HOMEWOOD CANYON RD.	5048	.2 MILES W. OF TRONA WILDROSE RD	12/29/2005	1/4/2006	S	224	12
			10/15/2010	10/21/2010	E	11	0
TRONA WILDROSE RD	5059	.1 MILES N OF PANAMINT VALLEY RD.	10/28/2010	11/3/2010	E	16	0
			10/25/2010	10/31/2010	W	15	0
GOODWIN RD	4041	.4 MILES N OF SUB STA.RD	10/25/2010	10/31/2010	W	6	0
			10/25/2010	10/31/2010	E	9	0
CROW CANYON RD.	5061	50 FT S. OF HOMEWOOD CANYON RD	10/15/1998	10/21/1998	E	62	0
			12/29/2005	1/4/2006	S	51	13
CROW CANYON RD.	5061	50 FT S. OF HOMEWOOD CANYON RD	12/29/2005	1/4/2006	N	45	13
			8/28/2006	9/3/2006	S	95	26
CROW CANYON RD.	5061	50 FT S. OF HOMEWOOD CANYON RD	8/28/2007	9/3/2007	N	91	21
			10/15/1998	10/21/1998	S	39	0

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direciton	Average Daily Traffic Volume	Percent Trucks
			Start	End			
NINE MILE CANYON	5040	200' W. OF HWY 395	1/8/1999	1/14/1999	E	52	0
			1/8/1999	1/14/1999	W	47	0
			8/5/1999	8/11/1999	W	145	0
			8/5/1999	8/11/1999	E	132	0
			6/8/2005	6/14/2005	E	118	8
			6/8/2005	6/14/2005	W	163	12
LUBKEN CANYON	4023	.1 MILES W.OF HWY. 395	1/8/1999	1/14/1999	W	56	0
			1/8/1999	1/14/1999	E	48	0
			11/4/2004	11/10/2004	W	70	0
			11/4/2004	11/10/2004	E	57	0
PANGBORN LANE	4005	.2 MILES W.OF HWY. 395	1/8/1999	1/14/1999	E	100	0
			1/8/1999	1/14/1999	W	111	0
NARROW GUAGE RD	4006	.3 MILES E.OF HWY. 395	1/8/1999	1/14/1999	E	39	0
			1/8/1999	1/14/1999	W	40	0
SUB STATION RD.	4021	100' E. OF LINE STEET	1/13/1999	1/19/1999	E	258	0
			1/13/1999	1/19/1999	W	278	0
TUTTLE CREEK RD.	4019	100' S. OF WHITNEY PORTAL RD.	1/13/1999	1/19/1999	S	83	0
			1/13/1999	1/19/1999	N	85	0
			10/7/1999	10/13/1999	S	156	47
			10/7/1999	10/13/1999	N	176	37
OLANCHA DARWIN RD.	5011	.4 MILES S.OF HWY. 190	1/13/1999	1/19/1999	S	30	0
			2/3/1999	2/9/1999	N	25	0
VALLEY WELLS RD.	5037	.1 MILES E.OF TRONA WILDROSE RD.	1/21/1999	1/27/1999	W	30	0
			1/21/1999	1/27/1999	E	26	0
TRONA AIRPORT RD.	5045	.2 MILES E.OF TRONA WILDROSE RD.	1/21/1999	1/27/1999	E	5	0
			1/21/1999	1/27/1999	W	6	0
TUTTLE CREEK RD.	4019	1 MILE S. OF WHITNEY PORTAL RD.	2/3/1999	2/9/1999	E	22	0
			9/30/1999	10/6/1999	W	60	0
			10/7/1999	10/13/1999	W	61	0
PERSONVILLE	5073	.1 MILES E.OF HWY. 395 N. ENTRANCE	2/24/1999	3/2/1999	S	40	0
GILL STATION COSO	5038	.6 MILES E.OF HWY. 395	2/24/1999	3/2/1999	W	110	0
			2/24/1999	3/2/1999	E	96	0
			12/15/2000	12/21/2000	W	96	22
			12/15/2000	12/21/2000	E	82	32
			5/14/2005	5/20/2005	E	130	27
			5/14/2005	5/20/2005	W	143	30
CACTUS FLAT	5024	.6 MILES E.OF HWY. 395	2/24/1999	3/2/1999	W	67	0
			2/24/1999	3/2/1999	E	47	0
TRONA WILDROSE	5032	1.6 MILES SOUTH FROM TOP OF SLATE RANGE	3/29/1999	4/4/1999	S	393	33
			12/1/2004	12/7/2004	N	83	9
			12/1/2004	12/7/2004	S	99	7
TRONA WILDROSE	5032	1.5 MILES NORTH FROM TOP OF SLATE RANGE	2/26/1999	3/4/1999	N	236	19
			3/29/1999	4/4/1999	N	314	11
HORSESHOE MED RD	4017	.4 MILES S OF WHITNEY PORTAL RD	4/22/1999	4/28/1999	S	239	4
			4/22/1999	4/28/1999	N	234	4
STATE LINE RD	5002	.1 MILES WEST OF NEVADA LINE	9/5/1998	9/11/1998	W	316	0
			10/28/1999	11/3/1999	W	298	8
			10/28/1999	11/3/1999	E	378	7
			1/22/2003	1/28/2003	W	281	5
			1/22/2003	1/28/2003	E	322	6
			12/29/2005	1/4/2006	E	325	6

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direction	Average Daily Traffic Volume	Percent Trucks
			Start	End			
			12/29/2005	1/4/2006	W	309	5
			11/19/2007	11/25/2007	E	406	5
			11/19/2007	11/25/2007	W	378	5
			4/20/2012	4/26/2012	W	424	6
			4/20/2012	4/26/2012	E	404	8
FURNACE CREEK RD.	5005	.1 MILE W OF CHINA RANCH RD.					
			10/28/1999	11/3/1999	E	55	0
			10/28/1999	11/3/1999	W	54	0
			1/26/2001	2/2/2001	W	64	0
			1/26/2001	2/2/2001	E	51	0
			11/26/2002	12/2/2002	E	74	0
FURNACE CREEK RD.	5005	.1 MILE E OF CHINA RANCH RD.					
			10/28/1999	11/3/1999	E	8	0
			11/5/1999	11/11/1999	W	12	0
			1/26/2001	2/2/2001	W	16	0
			1/26/2001	2/2/2001	E	13	0
			11/26/2002	12/2/2002	E	17	0
			11/26/2002	12/2/2002	W	14	0
OLD SPANISH TRAIL	5007	.3 MILE E OF TECOPA HOT SPRINGS RD.					
			11/5/1999	11/11/1999	E	215	6
			11/5/1999	11/11/1999	W	250	15
			10/27/2004	11/2/2004	E	191	9
			10/27/2004	11/2/2004	W	207	9
			2/9/2009	2/15/2009	E	423	38
			2/9/2009	2/15/2009	W	314	18
OLD SPANISH TRAIL	5007	.5 MILE E OF TOP OF EMIGRANT PASS					
			11/18/1999	11/23/1999	E	62	0
			11/18/1999	11/23/1999	W	76	0
			11/25/1999	12/1/1999	W	183	11
			11/25/1999	12/1/1999	E	152	26
OLD SPANISH TRAIL	5007	.300' W OF TOP OF EMIGRANT PASS					
			11/18/1999	11/23/1999	S	59	0
			11/18/1999	11/23/1999	N	67	0
			11/25/1999	12/1/1999	S	163	42
			11/25/1999	12/1/1999	N	161	14
STATE LINE RD.	5002	900' E OF HWY 127					
			6/23/2000	6/29/2000	W	300	5
			6/23/2000	6/29/2000	E	340	4
			6/15/2001	6/21/2001	W	262	8
			6/15/2001	6/21/2001	E	299	5
			10/28/2003	11/3/2003	E	334	5
			10/28/2003	11/3/2003	W	363	10
FURNACE CREEK RD.	5005	.1 ML S OF OLD SPANISH TRAIL					
			1/26/2001	2/2/2001	S	47	0
			1/26/2001	2/2/2001	N	64	0
			3/18/2004	3/24/2004	S	86	0
			3/18/2004	3/24/2004	N	79	0
			5/4/2012	5/10/2012	S	154	13
			5/4/2012	5/10/2012	N	64	0
OLD SPANISH TRAIL	5007	.1 MILE E OF FURNACE CREEK RD.					
			11/26/2002	12/2/2002	E	79	18
			11/26/2002	12/2/2002	W	132	13
			1/22/2003	1/28/2003	E	82	17
			1/22/2003	1/28/2003	W	119	11
			10/28/2003	11/4/2003	W	240	22
			10/28/2003	11/4/2003	E	214	30
			2/10/2009	2/16/2009	E	210	30
			3/3/2009	3/9/2009	W	136	12
			5/5/2012	5/11/2012	E	56	0
			5/22/2012	5/28/2012	W	95	2
STATE LINE RD	5002	.1 MILE EAST OF HWY 127					
			11/19/2007	11/25/2007	E	408	5
			11/19/2007	11/25/2007	W	419	6
			4/20/2012	4/26/2012	E	413	7
			5/4/2012	5/10/2012	W	464	7
OLD STATE HWY	5052	100' N OF HWY 127					
			12/29/2005	1/4/2006	N	98	17
			12/29/2005	1/4/2006	S	89	37
OLD SPANISH TRAIL	5007	.2 MILES E. OF HWY 127					

APPENDIX A: Local Roadway Traffic Counts

Road	Road #	Location	Count Date		Direction	Average Daily Traffic Volume	Percent Trucks
			Start	End			
			10/15/1998	10/21/1998	W	45	0
			10/15/1998	10/21/1998	E	32	0
			10/28/1999	11/3/1999	E	71	32
			10/28/1999	11/3/1999	W	76	33
			1/26/2001	2/2/2001	E	51	0
			1/26/2001	2/2/2001	W	51	5
			12/11/2003	12/17/2003	E	52	0
			12/11/2003	12/17/2003	W	42	0
			11/23/2005	11/29/2005	E	343	42
			11/23/2005	11/29/2005	W	286	21
			11/19/2007	11/25/2007	E	247	29
			12/12/2007	12/18/2007	W	217	63
			4/20/2012	4/26/2012	E	80	0
			4/20/2012	4/26/2012	W	107	13
TECOPA HOT SPRINGS	5006	.2 MILES N. OF OLD SPANISH TRIAL					
			10/15/1998	10/21/1998	S	229	0
			10/15/1998	10/21/1998	N	209	0
			10/28/1999	11/3/1999	N	226	5
			10/28/1999	11/3/1999	S	237	4
			3/18/2004	3/24/2004	N	245	6
			3/18/2004	3/24/2004	S	248	4
FURNACE CREEK RD.	5005	.2 MILES E. OF HWY 127					
			10/15/1998	10/21/1998	W	190	0
			10/15/1998	10/21/1998	E	203	0
			10/28/1999	11/3/1999	E	187	9
			10/28/1999	11/3/1999	W	181	4
			3/18/2004	3/24/2004	E	205	8
			3/18/2004	3/24/2004	W	197	6
OLD SPANISH TRAIL	5007	.2 MILES WEST OF NEVADA LINE					
			3/27/1998	4/2/1998	E	84	0
			4/9/1998	4/15/1998	W	108	0
			10/28/1999	11/3/1999	W	133	17
			10/28/1999	11/3/1999	E	119	16
			1/26/2001	2/2/2001	E	93	15
			1/26/2001	2/2/2001	W	83	6
			12/11/2003	12/17/2003	W	95	14
			12/11/2003	12/17/2003	E	96	20
			11/23/2005	11/29/2005	W	293	22
			11/23/2005	11/29/2005	E	315	17
			11/19/2007	11/25/2007	E	275	21
			11/19/2007	11/25/2007	W	258	25
			4/20/2012	4/26/2012	W	140	6
			5/4/2012	5/10/2012	E	89	1

Eastern Sierra Divided Communities Healing, Health, and Safety Project

Reconnecting Communities Pilot (RCP) Grant Program Description:

This federal Reconnecting Communities Pilot (RCP) grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

Project Location Description:

This planning project seeks to address historic community impacts that have resulted to each of the tribal communities and localities listed above throughout the Eastern Sierra corridor of US 395 that have resulted from four-lane expansions.

Project Description:

This planning project will leverage and integrate existing community concerns, improvement priorities, and partnership efforts along the US 395 corridor to address the community connectivity impacts that have resulted from a series of four-lane widening projects that have bisected impoverished tribal communities and isolated rural communities by convening a stakeholder collaborative of tribal governments, county officials, and local residents through a series of planning round tables and participatory design charrettes to scope a variety of connectivity, safety, and livability improvements under a unifying theme for the Eastern Sierra.

Legacy or History of Harm Caused by the Facility:

Over the last seventy years, the California Department of Transportation has undertaken a series of four-lane expansion projects that have bifurcated each of the Eastern Sierra tribal communities and localities that live along the US 395 corridor. From Bridgeport to Lone Pine, these four-lane widening projects have stripped each of these communities of historic shade trees, dedicated bike lanes, safe on-street parking space, and they have resulted in longer and more perilous pedestrian crossing distances and conditions for the people in these communities that live, work, and play on both the east and west sides of the highway. These widening projects have also significantly increased through-traffic vehicle speeds, which has created a corresponding increase in the risk of severity for vehicle-pedestrian collisions and has resulted in general, cumulative quality of life affects such as increased noise impacts, vehicle emissions, and the loss of on-street business amenities such as historic resting areas.

Funding Breakdown:

Caltrans D9 is requesting \$600K in grant funds with \$150K in Local Match In-Kind Funds. The preliminary total cost of the project is \$750K.

Task Breakdown:

Caltrans D9 would seek out a consultant to handle the document development, design renderings, budget/cost breakdowns, etc. Caltrans will lead the public engagement process of this project with the help of local stakeholders. Apart of the in-kind local match, partners will be asked to assist Caltrans D9 in attending and participating in public meetings, workshops, and round tables. These partner contributions will be tracked and personnel will be compensated for their efforts.



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
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Michael Errante
Executive Director

July 27, 2022

Office of Transportation Planning
Division of Planning & Environmental
Caltrans, District 9
500 S Main St.
Bishop, CA 93514

To Whom It May Concern:

The Inyo County Local Transportation Commission supports the Caltrans District 9's Eastern Sierra Divided Communities Healing, Health, and Safety Project grant application to the Reconnecting Communities Pilot (RCP) Program. This project will leverage and integrate existing community concerns, improvement priorities, and partnership efforts along the US 395 corridor in Inyo and Mono Counties. It will address the community connectivity impacts that have resulted from a series of critical and much needed four-lane widening projects that have bisected tribal and isolated rural communities without fully addressing the Complete Streets needs of the non-motorized public

The widening of US 395 to four lanes in Inyo County has impacted residents of its rural communities for generations through the bifurcation of towns and communities, leading to dangerous highway crossings, lack of pedestrian and bicycle facilities, and segregation of residents from adjacent and important community facilities. The only bike lanes that exist within communities on US 395 are within the communities of Bishop and Bridgeport. Sidewalks exist within the major communities along the US 395 corridor (Bishop, Big Pine, Lone Pine, and Independence). Outside of those communities, there are no pedestrian facilities linking destinations.

The RCP is consistent with the Inyo County 2019 Regional Transportation Plan (RTP), which cites Complete Streets as a primary goal, in that the transportation network is planned, designed, constructed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, commercial vehicles, and motorists. It is also in alignment with the Inyo County 2015 Active Transportation Plan (ATP), whose purpose includes increasing safety and mobility for non-motorized users; advancing active transportation efforts;

collaborating with regional agencies to achieve greenhouse gas reduction goals; and increasing proportion of trips accomplished by walking and biking.

The increased connectivity, safety, and accessibility of this project would be integral to reconnecting our community along US 395. The County of Inyo in partnership with Caltrans is dedicated to the success of this project as it is one of our highest transportation priorities. Therefore, we will be contributing our time and effort as a part of the local match requirements of this grant program.

Thank you for your consideration of the proposed project. Feel free to contact me with questions or for more information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Errante". The signature is stylized and cursive.

Michael Errante
Inyo County Local Transportation Commission Executive Director

STAFF REPORT

Subject: Executive Director's Report
Presented by: Phil Moores, Executive Director

Employee of the Quarter

Please join me in congratulating Bruce Carpenter for being selected as Employee of the Quarter. Bruce is an outstanding team player in Mammoth and he has bailed us out of some difficult situations where service delivery was at risk. Honestly, ESTA would be in a tight spot if it wasn't for folks like Bruce.

Bus Naming Program

Bus Driver, Phil Therian, suggested naming buses after retired employees. We are always looking for ways to honor and value our employees, and this idea fits perfectly into our goals. Below, you see an example of one the three vehicles we expect to be delivered next week. Stephanie is a recently retired driver that contributed greatly to ESTA's success. We plan to pick her up as the first passenger on her bus:



Award

ESTA was recognized by CJPIA for exceptional workers compensation performance. What this means is that fewer employees are experiencing injury in the workplace. Having a safe place to work is a priority at ESTA, and winning this award is confirmation of our efforts. Press release attached.

Recruitment

We are pleased to see applications are starting to come in with more regularity. We have made some outstanding hires recently, and are working with the Town to start our Job Sharing Program. The ESTA-Town Job Sharing Program developed four full time positions we plan to begin in September with the new employees working with Town public works departments and transitioning to ESTA winter service.

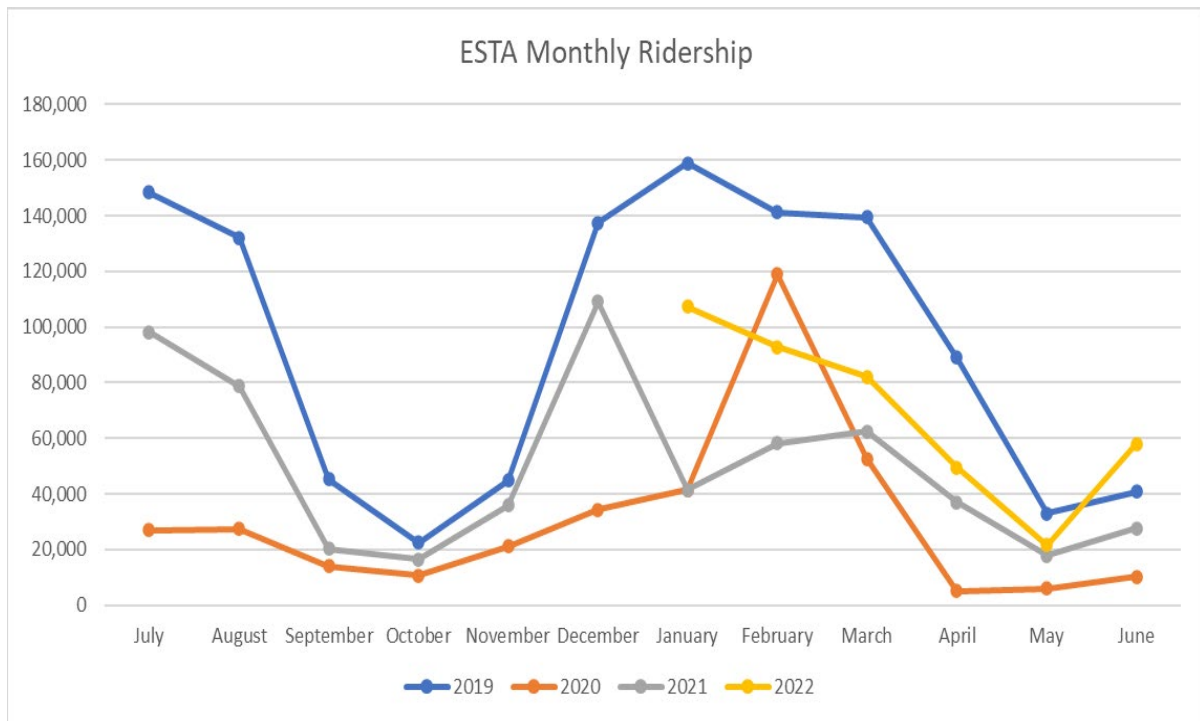
Ridership

Unsurprisingly, overall ridership increased in May and June compared to last year. Compared to pre-Covid, there are some nice surprises and some disappointments. May was still 33% down, and June was 42% up. Yep, you heard me right, June increased due to an early Reds Meadow Shuttle start. Bishop DAR and the 395 routes have rebounded and exceeded pre-covid ridership. Of note, are Lifeline services Benton and Walker DAR which have not recovered since Covid.

May Ridership Report						
Route	Pre-Covid 2019	2020	2021	2022	Change Current vs. Last year	% Change Current vs Pre-Covid
BEN	29.00	2.00	12.00	2.00	-10	-93%
BISDAR	3,635.00	1,523.00	2,425.00	3,215.00	790	-12%
BPTCAR	11.00	6.00	5.00	15.00	10	36%
LANC	525.00	82.00	334.00	525.00	191	0%
LP/BIS	302.00	165.00	240.00	459.00	219	52%
LPDAR	367.00	216.00	339.00	408.00	69	11%
MAMFR	24,209.00	3,403.00	12,960.00	15,068.00	2,108	-38%
MDAR	566.00	49.00	235.00	193.00	-42	-66%
MMSA	1,200.00	0.00	0.00	552.00	552	-54%
MULE	484.00	223.00	182.00	254.00	72	-48%
MXP	430.00	110.00	185.00	300.00	115	-30%
NRIDER	379.00	78.00	301.00	520.00	219	37%
REDS	0.00	0.00	0.00	0.00	0	0%
RENO	689.00	95.00	518.00	674.00	156	-2%
WLK	137.00	18.00	16.00	5.00	-11	-96%
Total	32,137	5,857	17,218	21,511	4,293	-33%

June Ridership Report						
Route	Pre-Covid 2019	2020	2021	2022	Change Current vs. Last year	% Change Current vs Pre-Covid
BEN	47.00	1.00	3.00	3.00	0	-94%
BISDAR	3,229.00	2,110.00	2,175.00	3,321.00	1,146	3%
BISFR	128.00	39.00	100.00	37.00	-63	-71%
BPTCAR	22.00	7.00	11.00	15.00	4	-32%
LANC	581.00	273.00	460.00	797.00	337	37%
LP/BIS	395.00	263.00	357.00	693.00	336	75%
LPDAR	326.00	299.00	368.00	452.00	84	39%
MAMFR	33,080.00	6,434.00	22,640.00	32,361.00	9,721	-2%
MDAR	395.00	79.00	175.00	148.00	-27	-63%
MXP	435.00	251.00	289.00	359.00	70	-17%
NRIDER	339.00	108.00	191.00	199.00	8	-41%
OTR	1,031.00	0.00	115.00	65.00	-50	-94%
REDS	0.00	0.00	0.00	18,622.00	18,622	100%
RENO	753.00	289.00	779.00	1,000.00	221	33%
WLK	98.00	22.00	5.00	8.00	3	-92%
Total	40,859	10,175	27,668	58,080	30,412	42%

The chart below shows the ridership by month since pre-Covid.



Reds Meadow Shuttle

The Reds Meadow Shuttle is a critical service for ESTA. There are only a handful of public bus lines in the country that turn a profit, and Reds Meadow is one of them. ESTA relies on profits from Reds to cover costs like labor and capital replacement projects.

From June 17 to July 19, there have been 24,612 riders. These numbers account for 33 days of 87 planned. With an average of 746 riders per day, the revenue projections are strong. Only a forest shutdown or other emergency threatens a successful season.

Tree clearing for the Reds Road construction project begins this fall in anticipation for the project to begin next summer. Staff is expecting interruptions to the service next summer, and is planning to reduce revenue expectations accordingly.

Service

ESTA continues to deliver all services despite driver shortages. This is partly due to the commitment of employees to make sure ESTA honors our promise to take people where they want and need to go. We have employees working long shifts and weekends in a typically selfless manner. Many thanks to all of them!

Strategic Business Plan

Category	Standard	Reporting Cycle	Target	Current	YTD	GOAL
SAFETY	Accidents	Quarterly	1.00 per 100k miles	0	0.9	
	Safety Hazards	Quarterly	Address All	yes	yes	
	Injuries	Quarterly	3-lost work, 3-med only	0,1	0,1	
	Customer Perception	Annual	90%	95.2%		
SERVICE QUALITY AND EFFICIENCY	Productivity	Quarterly	FR- 17, IFR-2, DAR-3, LL-4	10.8,3,3.4,.2	26,2.4,3.4,.1	
	Service Delivery	Quarterly	99%	100%	99.00%	
	On Time Performance	Quarterly	DAR-90%, IFR-80%,FR-90%	under construction		
	New Service	Annual	Research New Ideas	yes	yes	
	Comments	Quarterly	0.075	0.147	0.054	
REVENUE AND RESOURCES	Constrained Budget	Monthly	At or Under Budget	yes	yes	
	Audit Findings	Annual	No Findings	0	0	
	Capital Purchase	Annual	Subjective	yes	yes	
HUMAN RESOURCES	Recruiting	Biannual	Subjective	yes	yes	
	Training	Annual	Annual Hours	no	no	
	Performance	Annual	Evaluations*	yes		
	Internal Policies	Annual	Address All	ongoing		
	Succession Plan	Annual	Address All	ongoing		
FLEET AND FACILITY	Vehicle Replacement	Annual	Active Fleet- 75%	89%		
	Road Calls	Quarterly	3 per 100,000 miles	1.3	1.6	
	Attractiveness	Annual	90%	yes		
	Maintenance	Quarterly	various	84%	87%	
	Optimal Fleet Size	Annual	Dispose of Excess	yes		
INNOVATION AND DESIGN	IT Program	Annual	Subjective	yes	yes	
	Bishop Building	Quarterly	Facility Completed	Temporary facility completed		
	Zero Emissions	Quarterly	Plan Completion	under construction		
LEADERSHIP	Funding Partners	Annual	ED Evaluation	yes	yes	
	Stakeholders	Annual	ED Evaluation	yes	yes	
	SBP Communication	Annual	ED Evaluation	yes	yes	

FOR IMMEDIATE RELEASE

Eastern Sierra Transit Authority Wins 2022 Risk Management Award

The California JPIA recognizes ESTA for its risk management achievements



BISHOP, CA – [July 20, 2022] – The Eastern Sierra Transit Authority recently won a 2022 Risk Management Award from the California Joint Powers Insurance Authority (California JPIA) for Best Overall Performance in the Workers’ Compensation Program for non-municipal agencies category. The authority was recognized by more than 75 public agency peers.

The Risk Management Awards highlight dedicated efforts and achievements in risk management by recognizing California JPIA members that have demonstrated effective leadership in the Liability and the Workers’ Compensation Programs. To select the winners, California JPIA staff evaluated various factors that reflect an organization’s risk management efforts, including the cost of claims and the organization’s progress towards completing action plan items.

“Safety is a team effort, and a good safety record reflects the commitment of every ESTA employee. The ESTA drivers helped earned this award through professional operation of vehicles under often difficult conditions. If you have ever driven through a snow storm

with the enormous responsibility of passengers on board, you know what I mean," Phil Moores, ESTA Executive Director.

"I applaud the winners for their exceptional risk management efforts," said Jon Shull, Chief Executive Officer of the California JPIA. "Members of the Authority understand the importance of good governance, effective management, and sound risk management practices, and how these values can benefit the membership overall. Because of the Authority's dedication to these values, the award is an especially notable achievement."

The award winners were honored at the annual California JPIA's Board of Directors meeting on Wednesday, July 20, 2022, at the California JPIA campus in La Palma.