

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

OVERALL WORK PROGRAM

2022-2023 FISCAL YEAR

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2022-2023 OVERALL WORK PROGRAM
FOR THE
INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Contents

INTRODUCTION..... 1

 FY2022-2023 COVID Precautions..... 3

ORGANIZATION 4

ISSUES AND CONCERNS 5

 Highways..... 5

 Air Quality 7

 Aviation..... 7

 Freight..... 8

 Public Transportation 9

RESPONSIBILITIES AND BACKGROUND 10

TRIBAL CONSULTATION..... 11

PUBLIC PARTICIPATION..... 11

FEDERAL PLANNING FACTORS 14

PLANNING ACTIVITIES..... 16

 WORK ELEMENT 100.1 Compliance and Oversight..... 17

 WORK ELEMENT 110.1 Overall Work Program (OWP)..... 19

 WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP) 21

 WORK ELEMENT 300.1 Administer Transit..... 23

 WORK ELEMENT 310.1 Coordinate Transit Services 25

WORK ELEMENT 400.1 Project Development & Monitoring 27

WORK ELEMENT 500.1 Coordination & Regional Planning 30

WORK ELEMENT 510.1 Regional Transportation Plan..... 33

WORK ELEMENT 600.1 PMP/GIS 35

WORK ELEMENT 700.1 Planning, Programming, and Monitoring..... 37

2022/2023 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY 44

Appendix A - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART 45

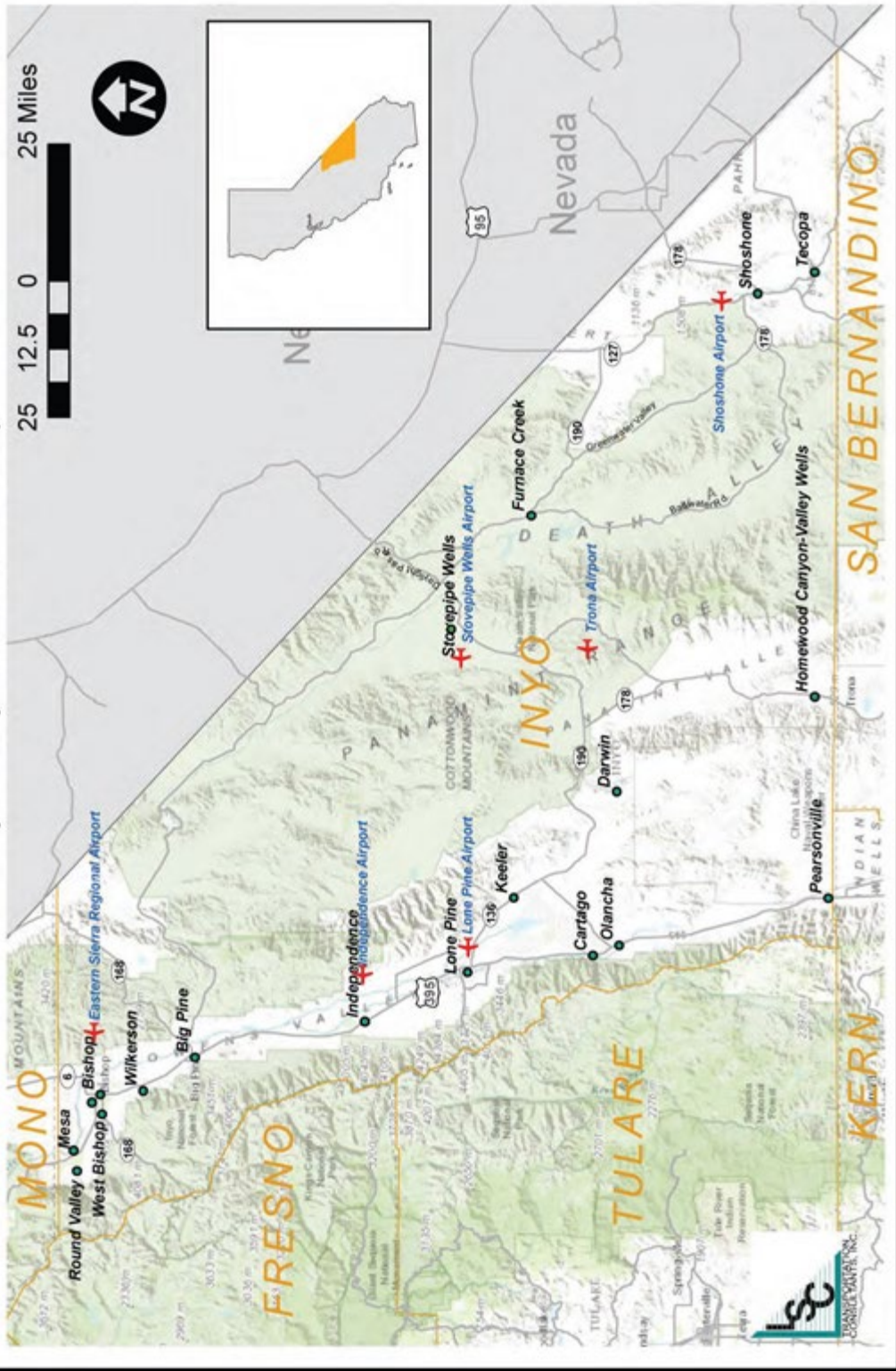
2022-2023 OVERALL WORK PROGRAM
FOR THE INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

INTRODUCTION

The Inyo County Local Transportation Commission (ICLTC) is the designated Regional Transportation Planning Agency (RTPA) for Inyo County. Inyo County is located in the central eastern part of the state and is bounded by the counties of Tulare and Fresno to the west along the crest of the Sierra Nevada, Mono to the north, Kern and San Bernardino to the south, and the State of Nevada to the east (Figure 1).

Inyo County is the second largest county in the State of California, with an area of 10,203 square miles. The 2019 Census estimate reports the County's population to be 18,039, with a population density of 1.8 persons per square mile. About 98% of the land in the County is owned by public agencies. The greatest portion of the population resides in communities along US 395, which runs generally north/south near the western boundary of the County. There are several small communities in the southeastern portion of the County as well. The City of Bishop, along with the suburbs immediately surrounding it, contains over 50% of all County residents and approximately 67% of the County's residents live within a 15-mile radius of Bishop. Bishop is the only incorporated city in the County.

Figure 1
Inyo County Site and Location Map



Due to the expansive holdings of land by the Federal Government, the Los Angeles Department of Water and Power and the State of California, the future growth of Inyo County will be confined primarily to small areas of private land. Given the scattered nature of these private land holdings, it is unlikely that any major urban growth or significant development within the existing communities will occur. One possible exception to this scenario does exist in the far southeasterly portion of the county where larger tracts of land are in private ownership and the area may be subject to development pressure from the suburban expansion of the City of Las Vegas. The sizable remaining amount of private land around Pahrump in Nevada coupled with a differing tax structure likely is the reason these areas have not been developed. The availability of water may also be a factor.

Tourism is the major economic driver in the County. The spectacular diversity of scenery, topography, climate, and abundant recreational opportunities attract a broad range of visitors to the County. Inyo County features the highest point in the contiguous 48 states (Mt. Whitney, 14,505 ft.) and the lowest point in the Western Hemisphere (Badwater Basin, Death Valley National Park, -282 ft. below sea level). Each year, at least 7 million recreational visitor-days are generated on the National Forest, National Park, Bureau of Land Management, City of Los Angeles, and private lands in the County. A vast majority of the visitors seeking recreation arrive via the State Highway System.

Growth in the economy of the County is occurring slowly but is expected to continue as a result of increased recreational activity and an increasing number of retirees selecting Inyo County as their place of residence. A growing number of tourists, particularly from the Southern California area, are being attracted to the County. Leisure time, surplus expendable income, increased mobility, and urban population pressure for land suitable for recreation result in recreational travel to more desirable areas. This development will continue to cause trade and services to increase faster than any other sector of economic activity. The expansion of tourist activity, along with the increase of retirees, will be the basis for the minimal population growth expected for the County in the foreseeable future. Digital 395, a project funded by an American Recovery Act of 2009 grant, installed fiber optic cable along the US 395 corridor and provides broadband Internet access to the area. This provides an opportunity for an increase in Internet-based businesses in the Eastern Sierra.

FY2022-2023 COVID Precautions

The ICLTC will continue to follow State and Local health and safety regulations and recommendations. Currently LTC meetings and hearings have been broadcast over Zoom. As Covid restrictions loosen the possibility of resuming in-person and/or hybrid meetings during FY2022-2023 is anticipated. The links have been posted on the <http://www.inyoltc.org/> website. The LTC offices within Public Works in Independence, CA have been under a limited staffing plan. E-mail and phone is staffed during normal business hours.

ORGANIZATION

A. History

The ICLTC was established pursuant to State Government Code Section 29535 on July 12, 1972, by resolutions of the Inyo County Board of Supervisors and the Bishop City Council. This entity was then designated as the transportation planning agency for Inyo County by the State Secretary of the Business, Transportation and Housing Agency.

B. Purpose

The ICLTC is authorized to act as the lead transportation planning and administrative agency for transportation projects and programs in Inyo County. It is intended that the coordinated efforts of City, County and State level representatives and their technical staff, through the ICLTC, will implement appropriate solutions to address overall County transportation needs.

The primary duties of the ICLTC consist of the following:

1. Administration of Transportation Development Act (TDA) funds.
2. Development and implementation of the Inyo County Regional Transportation Plan (RTP).
3. Preparation and implementation of the annual Overall Work Program (OWP).
4. The ICLTC is responsible for the preparation of the Regional Transportation Improvement Program (RTIP), in collaboration with the California Department of Transportation (Caltrans) and submitted for adoption by the California Transportation Commission (CTC).
5. Review and comment on the State Transportation Improvement Program (STIP).
6. Review and prioritize grant applications for various funding programs.

C. ICLTC Membership

The ICLTC membership consists of three representatives appointed by the Inyo County Board of Supervisors and three representatives appointed by the Bishop City Council. Terms of office shall be as designated by the Inyo County Board of Supervisors and the Bishop City Council. The designating authority, for each regular member it appoints, may designate an alternate representative to serve in place of the regular member when that party is absent or disqualified from participating in a meeting of the commission. The Caltrans District Director, or a designee of the director, serves as a non-voting ex-officio member. See Appendix A, Inyo County Local Transportation Commission Organizational Chart.

D. Staffing

Executive Director: The Executive Director of the ICLTC is appointed by the Inyo County Board of Supervisors. The Executive Director is responsible for the general administration of ICLTC activities.

ICLTC Secretary: The ICLTC Secretary is appointed by the Executive Director to maintain records, including meeting minutes and project files and to assist staff in preparation and dissemination of public notices, agendas, agenda packets and other official business.

Technical Staff: Technical (engineering, legal and planning) staffing services for the ICLTC are provided by Inyo County and the City of Bishop as needed.

ADMISTRATIVE ADJUSTMENTS

For office space and utility payments last year, the ICLTC contributed to the County Cost Plan \$2,291 per month. The County bills the ICLTC for Workers' Compensation Insurance at a rate of \$234 per month and Liability Insurance at a rate of \$264 per month. These expenses may vary and are not developed until the County develops its FY 2022-2023 budget. These expenses are split between the three ICLTC funding streams: Rural Planning Assistance, Transit and Planning, Programming and Monitoring. Copy costs are billed to the work element that the copies are related to.

ISSUES AND CONCERNS

Highways

US 395 is the major transportation corridor through Inyo County and provides the primary year-round access into the Eastern Sierra region. It is vital to the region's economy, since nearly all goods are trucked in via this route and US 6. Area residents use US 395 to reach special services and items not available in their small rural communities. A significant percentage of traffic on the route is recreationally oriented.

The majority of US 395 through Inyo County has been widened to four lanes. The remaining two-lane section that is slated to be developed as a four-lane expressway is the Olancha/Cartago project and it has been programmed through construction. The programming of the Olancha-Cartago project has given the LTC a negative STIP share balance projected out through the 2028 STIP cycle. This limits the ability to program significant new funds in the STIP.

As the high priority four-laning of US 395 in Inyo County approaches completion, the Local Transportation Commission will continue to prioritize improvement projects to the US 395 and CA 14 corridors in Kern, San Bernardino, and Mono counties. The Tri-County MOU (Kern, Inyo & Mono) expires in 2022 and is the subject of current negotiations for renewal.

US 6 provides access to the communities of Laws and several communities in Mono County that serve in part as bedroom communities to Bishop and provides an interregional alternative for north and east bound travelers and freight. SR 127 provides north-south access throughout the eastern part of the County and is part of the route for interregional travel accessing Death Valley National Park (DVNP) from the east. SR 168 provides interregional travelers with a route between the Owens Valley, Deep Springs Valley, Fish Lake Valley, and US 95 in Nevada.

SR 190 in combination with SR 136 and SR 178 provide a discontinuous east-west corridor through DVNP. A significant percentage of interregional travelers to and through DVNP use one or more roads that are not on the State Highway system. These roads include Stateline Road, Panamint Valley Road, Trona – Wildrose Road, and Old Spanish Trail Highway. All are part of the Inyo County Maintained Mileage System and essentially serve as extensions of the State Highway system. Badwater Road, Scotty’s Castle Road (closed for storm damage repairs since 2015), Beatty Cutoff Road, and Daylight Pass Road (maintained by DVNP) also provide important interregional routes. The signage and mapping to travel on these routes is inconsistent. Some State maps do not show the roads maintained by the County or DVNP. With new signage on the I-15 freeway in Las Vegas pointing visitors to access DVNP via SR 160 in Nevada and either Old Spanish Trail Highway or Stateline Road, it is likely that traffic on these routes will increase. On a couple of occasions, I-15 between Baker and Las Vegas has been closed, and Old Spanish Trail Highway has been shown as part of a bypass route bringing large amounts of traffic to this County Road.

There are several State Highways and County maintained roads that provide access for residents and travelers to small communities and recreational areas in the Sierra Nevada. These include Pine Creek Road, SR 168 west of US 395, South Lake Road, Sabrina Road, Glacier Lodge Road, Onion Valley Road, Whitney Portal Road, Horseshoe Meadows Road, and Ninemile Canyon Road. Ninemile Canyon Road is unique in Inyo County in that it is the only road inside of Inyo County that crosses the Sierra crest and provides access to communities on the western slope of the Sierra Nevada. Other paved roads in the County that also provide access to recreation destinations include White Mountain Road and Death Valley Road. The condition of these roads is important to the economy of communities throughout Inyo County.

The ICLTC also needs to prioritize other possible projects for future transportation programming. Some possibilities include other State Routes in the area, County, City, and Tribal Government roads, and bicycle and pedestrian trails and routes. The needs and goals for many of these alternatives are discussed and defined in the current 2019 Regional Transportation Plan (RTP) and the 2015 Active Transportation Plan (ATP). ATP grant funding is a primary source of bicycle and pedestrian project funding. The 2019 RTP update includes proposed bicycle and pedestrian projects. The ICLTC will use this document to prioritize new bike and pedestrian projects for upcoming ATP grant cycles. The ICLTC will also consider whether to fund an update to the 2015 ATP document. The USBR (United States Bicycle Route)-85 corridor has been proposed and approved by the Inyo County Board of Supervisors. Future USBR corridors can be considered. The Local Road Safety Plan will also re-visit areas of concern for bicyclists and pedestrians. A significant issue to local agencies is finding ways to fund the long-term maintenance of local streets and roads. Senate Bill 1 provides a significant source of funding both to local roads and to the STIP. The

Pavement Management Program (PMP) provides a tool to make cost-effective choices for those funds that are available. In FY19-20 the ICLTC brought the PMP in-house and continues in this development of a sustainable long-term program. Covid-19 restrictions and cancellations delayed some planned staff training and limited cooperative work, but the PMP work has continued. Although the ICLTC is not required to prepare and maintain a Congestion Management Plan (CMP), there exists a continuing need to develop evaluation criteria addressing multi-modal and inter-modal transportation systems.

Air Quality

In California, both federal and state ambient standards exist for CO, PM10, and ozone. California's ambient standards are more stringent than the federal standards for these pollutants. Areas that meet the ambient standards are classified as attainment areas; likewise, areas that do not meet the standards are classified as nonattainment areas. Inyo County is an attainment area for the state and federal CO standards. The county is an attainment area for state and federal PM10 standards except for the area around the Owens Dry Lake. The Owens Valley is a nonattainment area because of windblown dust from exposed areas of Owens Dry Lake. The Great Basin Unified Air Pollution Control District has prepared a state implementation plan for PM10 that includes mitigation measures designed to minimize windblown dust from Owens Dry Lake. The plan does not include any measures to reduce PM10 from paved or unpaved roads because roads are not considered a significant contributor to Inyo County's existing PM10 problem. The southern and eastern portions of the County are in a nonattainment area for federal ozone standards. This area of the county has an extremely low population and lacks industrial emission sources. The ozone levels are attributed to emissions from highly urbanized South Coast and southern San Joaquin Valley air basins that are carried by prevailing winds into Inyo County.

Aviation

Air transportation service is limited, yet vital, to the Eastern Sierra region because of the geographical isolation of the region from the rest of the State. Inyo County has seven general aviation and six private landing strips within its boundaries. These airports are scattered throughout the region and are generally located adjacent to rural communities. Additionally, there is at least one active backcountry airstrip in Inyo County.

Inyo County maintains four of these airports: Bishop, Independence, Lone Pine and Shoshone. The Bishop and Independence airports are located on leased Los Angeles Department of Water and Power land, the Shoshone Airport is on County owned land, and Lone Pine Airport is a combination of two. The Trona Airport, located just north of the boundary with San Bernardino County, is owned by the U.S. Department of the Interior Bureau of Land Management, and is operated by the Searles Valley Community Service District. The Bishop Airport began operating commercial flights on December 19th, 2021. Important infrastructure upgrades were completed over the last several years, including lighting and navigation aid improvements, construction of a new heavy aircraft apron and pavement rehabilitation of taxiways and runways. The Bishop Airport partnered with United Airlines to bring seasonal, daily non-stop flights through

Los Angeles, San Francisco, and Denver. Charter and limited commercial airline services are available at the Mammoth Lakes / Yosemite Airport (21 miles north of the County line).

The Inyo County Airport Land Use Commission adopted a “Policy Plan and Airport Comprehensive Land Use Plan” (CLUP) in December 1991. Section 21675 of the California Utilities Code required the formation of a comprehensive land use plan that provided for the orderly growth of each public airport and area surrounding the airport. This plan guides the orderly development of each public use airport in the County. In May 2019, the FAA approved the updated Airport Layout Plans (ALP’s) for the Bishop and Lone Pine airports. The airport planning documents, which depict future improvements to the airfields, were funded by FAA grants.

Freight

There is a significant amount of goods movement on US 395, US 6, and SR 14. Trucks represent a higher-than-average proportion of the total traffic in the study area. These corridors connect Los Angeles and Reno and serve other parts of the western US. The development of the Tahoe Reno Industrial Center combined with the corridor being improved to four lane roads may potentially add to these impacts. Truck traffic impacts overall enjoyment of Main Street in all the Communities along the US395 corridor by increasing noise and decreasing air quality and the sense of safety. In 2019 Caltrans has initiated a “Lone Pine Visioning Committee” to discuss proposed solutions or mitigations to these issues in Lone Pine. Roads bear the burden of the weight of more and more trucks, but limited funding is available due to the area’s small population numbers. In a region dependent on tourism and with limited funding for highway maintenance, these impacts can be damaging to the area’s economy if visitors have a bad experience. Adequate services need to be made available to allow for highway safety. Additionally, there are concerns from residents about long term parking of semi-trailer trucks adjacent to residential and commercial areas. Unauthorized truck parking has been noted near most communities.

Cambridge Systematics completed the Eastern Sierra Corridor Freight Study, for Caltrans District 9, that specifically looks at US 395, US 6, SR 14, and SR 58 in Inyo and Mono counties and Eastern Kern County. This study documents existing and future freight conditions including: 1) freight impacts from outside the corridor (including the Reno Tahoe Industrial Center and the World Logistics Center in Moreno Valley), 2) freight impacts on highways which also serve as Main Street, and 3) potential economic benefits of Eastern Sierra freight movement to the industry. The study seeks to identify short and long-term cost-effective strategies to 1) improve goods movement, safety, and congestion and 2) mitigate freight impacts on local communities and transportation infrastructure. The study will also explore potential funding opportunities. The ICLTC received a presentation on the Freight Study and will explore opportunities to build the additional truck parking recommendations into future planning and projects with Caltrans, City of Bishop, and Fort Independence.

Public Transportation

The Eastern Sierra Transit Authority (ESTA) is the primary public transportation provider for Inyo County. ESTA operates throughout the County with a fleet of vehicles, all of which are now accessible for elderly and for persons with disabilities, affecting full ADA compliance. Operating funds for ESTA are derived from a combination of fare box revenues, State Transit Assistance Funds (STA), Local Transportation Funds (LTF) and Federal Transit Administration Section 5311 monies from various jurisdictions including Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes. ESTA was known as Inyo-Mono Transit until these governmental entities entered into a Joint Powers Agreement (JPA) to administer and operate the public transportation service. The JPA took effect July 1, 2007. The ICLTC is supporting the implementation of the ESTA Short-Range Transit Plan.

In addition to ESTA, there are several other public transportation providers. They include the Eastern Sierra Area Agency on Aging (ESAAA), Inyo Mono Association for the Handicapped (IMAH), the Toiyabe Indian Health Project, and several other Native American transportation providers. ESAAA provides transit services to senior citizens. Kern Regional Center (KRC) provides services for people of all ages with developmental disabilities and their families who live in Kern, Inyo, and Mono Counties. The ICLTC currently evaluates criteria and policies to prioritize future grant applications from agencies providing transportation services with public funding. Those agencies implementing measures to promote the coordination of services with other such agencies will be assigned a higher priority with respect to ICLTC grant application endorsement. The ICLTC will coordinate with Caltrans and each of the above agencies in the implementation of the policies identified in the Coordinated Public Transportation – Human Services Transportation Plan.

The ICLTC allocates funds and administers transit grants funded by California Legislature such as the Low Carbon Transit Operations Program (LCTOP) and the State of Good Repair Program. The ICLTC continues to administer transit grant fund that were allocated under Proposition 1B. These programs include the Transit Security Grant Program and the Public Transportation Modernization, Improvement, and Services Enhancement Account (PTMISEA). ESTA serves as a Consolidated Transit Service Agency in Inyo County.

The ICLTC maintains a commitment to interregional transportation on U.S. 395 to regional population centers. ESTA provides service from Lone Pine northerly to the Reno five times a week and southerly from Mammoth Lakes to Lancaster, California Metro Link Station also five times a week.

A priority identified in prior work plans was to secure funding for ESTA to expand their headquarters at the Bishop Airport. In FY18-19 the LTC assisted ESTA in submitting for and obtaining an FTA Section 5339(b) grant that will provide \$457,139 in funds for a new headquarters building. A 20% match and additional funding may be provided through PTMISEA, STA or LTF funds. Construction of the new headquarters is on hold until the expired Master Lease Agreement with the Department of Water and Power is re-negotiated.

RESPONSIBILITIES AND BACKGROUND

The primary duties of the ICLTC involve the following:

- Prepare, adopt, and submit a Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission (CTC) every four years.
- Prepare, adopt, and submit a biennial Regional Transportation Improvement Program (RTIP) to the CTC, a portion of which contains comments on the proposed Interregional Transportation Improvement Program (ITIP) submitted by Caltrans every two years.
- Administer the Transportation Development Act (TDA), which includes:
 - Receive claims for State Transit Assistance and Local Transportation Funds.
 - Hold one “unmet transit needs” hearing a year and when necessary.
 - Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, rail, and transit service, and for streets and roads.
 - Oversee completion of performance audits.
 - Communicate financial transactions with county and state auditor/controllers.
- Prepare an annual Overall Work Program (OWP) and conduct the planning activities described therein to achieve the goals and objectives of the RTP, California Transportation Plan and Statewide Goals.
- Participate in planning activities addressing the regional transportation system.

The Inyo County RTP was first adopted April 15, 1975 and has been updated regularly since. In 1978, the ICLTC requested that Caltrans assume responsibility for staff work. Later, in 1995, the ICLTC resumed the responsibility for staff work because of the adoption of Senate Bill 45. An update of the RTP was last completed in September 2019 for compliance with the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Federal Reauthorization. Since FAST Act made very few changes to MAP-21, the two are referred to together as MAP-21 / FAST Act.

In August 2014, the ICLTC changed the RTP update schedule from every 5 years to 4 years. The advantage of doing this is that then the County and City of Bishop are able to update their Housing Element every 8 years instead of every 5 years.

In accordance with Senate Bill 498, the Social Service Transportation Advisory Council (SSTAC) was formed prior to the 1988 Unmet Needs process. The SSTAC functions prior to each upcoming Unmet Needs process and as necessary throughout the year addressing a broad range of transportation issues. Members of the SSTAC continue to be selected in accordance with Section 99238 of the TDA, Statutes and California Codes of Regulations. The ICLTC may appoint and convene additional committees to address other transportation issues as they become necessary. These committee appointments will consist of members with the broadest possible range of stakeholder status, as well as appointees with relevant expertise in committee activities.

Subsequent to Senate Bill 45, the role of the ICLTC expanded greatly. This legislation provided the ICLTC with additional responsibilities for project monitoring with Caltrans, additional discretionary funding for transportation related projects within the County of Inyo, and a stronger role in transportation planning in general.

An organizational chart, reflecting the relationship between the various committees and agencies concerned with transportation planning in Inyo County, is shown on Appendix A.

TRIBAL CONSULTATION

There are five federally recognized Tribal Governments in Inyo County. They are, from north to south, the Bishop Paiute Tribe, the Big Pine Paiute Tribe of the Owens Valley, the Fort Independence Community of Paiute Indians of the Fort Independence Reservation, California, the Lone Pine Paiute-Shoshone Tribe, and the Death Valley Timbisha Shoshone Tribe. Their reservations are inside of or adjacent to the communities of (from north to south) Bishop, Big Pine, Independence, Lone Pine, and Furnace Creek. To affect compliance with Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by the Federal Transportation Reauthorization, the ICLTC has solicited government-to-government consultation with all five federally recognized Tribal Governments in Inyo County. All draft transportation planning documents and project schedules prepared by the ICLTC are mailed to county Tribal Governments; and review and comment is encouraged. The ICLTC maintains a running information item on its meeting agendas for a Tribal Report. All Tribal Government consultation efforts are documented.

The County of Inyo, the City of Bishop, and the Bishop Paiute Tribe were collaborative partners in the adoption of the Inyo County Collaborative Bikeways Plan. The County of Inyo and the City of Bishop have coordinated with Tribal Governments to identify sections of County and City roads, routes and bridges that qualify for inclusion in the Bureau of Indian Affairs Indian Reservation Roads (IRR) inventory system. Specific Tribal coordination-related tasks set forth in the work elements are:

- ❑ Work Element 100.1, Method/Task numbers 6, 8, and 9
- ❑ Work Element 310.1, Method/Task numbers 12 and 13
- ❑ Work Element 400.1, Method/Task numbers 9 and 10
- ❑ Work Element 500.1, Method/Task numbers 2, 8, 10 and 11
- ❑ Work Element 510.1 Method/Task number 2 & 7
- ❑ Work Element 700.1, Method/Task numbers 21, 24, 32, 38, 40 and 41

PUBLIC PARTICIPATION

Several factors determine the methods utilized and results of public review and participation in Inyo County, including: a) the limited nature of urban transportation issues due to the rural character and sparse population (18,039) of the County; b) the predominant reliance on the automobile as the primary mode of

transportation, given the considerable distance between communities and regional destinations; c) the amplified importance of a limited number of transportation corridors necessary for travel; and d) although the County is the second largest in the State (10,203 square miles), 98.3% of the land in the County is owned and administered by various public agencies, thereby, severely constraining future growth. These factors combined have resulted in focused and clearly identified transportation priorities that generate a minimal amount of controversy and subsequent participation in public forums.

The Covid 19 pandemic proffered an opportunity to enhance public participation as the usage of virtual technologies, such as Zoom, became mainstream throughout industries. The ICLTC will continue to provide access to public meetings via virtual means, and provide public notice of all hearings, as required. Additionally, the Commission will expand and maintain a mailing list of all public agencies, Tribal Governments, chambers of commerce, Community Based Organizations, locally based goods movement providers and individual stakeholders to maximize participation in all public hearings and promote the identification of transportation needs, as well as encouraging input on scheduled agenda items. To comply with federal and state requirements emphasis in outreach efforts to the traditionally underrepresented and underserved populations such as the elderly, disabled, low income, and minority (i.e., Black, Hispanic, Asian American, American Indian /Alaskan Native, and Pacific Islander) are being implemented.

Given the considerable geographical expanse of the County and the constraints inherent with limited staffing, the ICLTC will continue to maintain and expand email address inventories to enhance access and participation relevant to transportation issues. An ICLTC website is online and is updated regularly to enhance public participation.

The ICLTC is prepared to participate in or schedule public meetings to discuss relevant transportation issues, as the need arises.

1. **Core Planning Functions.** The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program

This planning factor only partially applies to the ICLTC. The ICLTC completes an annual update to the OWP, engages in public participation, and completes an update to the Regional Transportation Plan every four

years. The ICLTC as a rural transportation planning entity does not directly complete updates to the Federal Transportation Improvement Program. The California Department of Transportation is responsible for completing updates of the Federal Statewide Transportation Improvement Program (FSTIP) on behalf of the ICLTC and the ICLTC reviews and comments on the FSTIP on behalf of local agencies. Specific methods and tasks that address this emphasis area are as follows:

- ❑ Work Element 100.1, Method/Task numbers 1, 5, 7, & 8
- ❑ Work Element 110.1, Method/Task numbers 1 through 10
- ❑ Work Element 200.1, Method/Task numbers 1 through 5
- ❑ Work Element 400.1, Methods/Task number 7
- ❑ Work Element 500.1, Method/Task numbers 1, 2 & 3
- ❑ Work Element 600.1, Method/Task numbers 1 through 7

2. **Performance Management.** Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 / FAST Act requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

This planning factor is problematic for the ICLTC to implement due to the nature of the rural roads and the small population base of Inyo County. The ICLTC has maintained a Pavement Management Program to provide objective criteria for the selection of new transportation projects. The ICLTC is moving forward in several ways to make the City of Bishop and County of Inyo competitive for various grant programs that

increasingly require additional performance criterion. Specific methods and tasks that address this emphasis area are as follows:

- ❑ Work Element 100.1, Method/Task numbers 5, 7, 8, & 9
- ❑ Work Element 300.1, Method/Task numbers 1 through 5
- ❑ Work Element 310.1, Method/Task numbers 1 through 17
- ❑ Work Element 400.1, Methods/Task numbers 1, 3, 4, 5, 7, 8, & 12
- ❑ Work Element 500.1, Method/Task numbers 5, 7, 8, & 9
- ❑ Work Element 600.1, Method/Task numbers 1 through 6
- ❑ Work Element 700.1, Method/Task numbers 10, 13, 14, 15, 17, 31, 35, 39, 44, 45

3. **State of Good Repair.** MPO's are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPO's are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

This OWP includes work elements dedicated to administering transit and to regional transit coordination. The public transit provider (ESTA) in Inyo County provides services to regional hubs for essential services up and down the US 395/SR 14 corridor as far north as Reno, Nevada and as far south as Lancaster. This provides service to a multi-county area. Specific methods and tasks that address this emphasis area are:

- ❑ Work Element 300.1, Method/Task numbers 11 & 12
- ❑ Work Element 310.1, Method/Task numbers 11 & 14
- ❑ Work Element 400.1, Method/Task numbers 7
- ❑ Work Element 500.1, Method/Task numbers 1 & 2
- ❑ Work Element 510.1, Method/Task numbers 2, 6, 7 & 8
- ❑ Work Element 600.1, Method/Task numbers 1 through 7
- ❑ Work Element 700.1, Method/Task numbers 57, 60 & 62

FEDERAL PLANNING FACTORS

The federal planning factors in MAP-21 / FAST Act Section 134(h) should also be incorporated in the MPOs/RTPAs OWP. Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective. The Federal Planning Factors are revised or reinstated with new reauthorization. The

ten planning factors (for both metro and statewide planning) are listed in the table below. Where the planning factor refers to a “Metropolitan area,” the information applies to area communities instead.

MAP-21 / FAST Act Planning Factors										
Work Element	100.1	110.1	200.1	300.1	310.1	400.1	500.1	510.1	600.1	
1.Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.						X	X	X		
2.Increase the safety of the transportation system for motorized and non-motorized users.			X	X	X	X	X	X	X	
3.Increase the security of the transportation system for motorized and non-motorized users.				X	X	X				
4.Increase the accessibility and mobility of people and for freight.	X	X	X	X	X	X	X	X		
5.Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.		X				X	X	X		
6.Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X	X	X	X	X	X		
7.Promote efficient system management and operation.	X	X	X	X	X					
8.Emphasize the preservation of the existing transportation system.			X			X			X	
9.Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.			X			X	X	X	X	
10. Enhance travel and tourism.			X			X	X	X		

PLANNING ACTIVITIES

This section contains the OWP work elements. A work element represents specific work or project or purpose and includes products and tasks. Following the work elements is a summary of the responsible agencies and funding required to perform the work necessary to complete the overall work program.

If it becomes necessary during the planning process to modify, eliminate, or add to any task or element, including personnel costs and scheduling, the program may be modified and amended by mutual agreement between the ICLTC and Caltrans.

A primary objective of this OWP is to update the RTP and to implement the goals and objectives set forth in the RTP; which establish the direction and framework necessary for the continued operation of the ICLTC.

In consideration of the foregoing priorities, the 2022/2023 OWP includes the following work elements:

- 100.1 Compliance and Oversight
- 110.1 Overall Work Program
- 200.1 Regional Transportation Improvement Program
- 300.1 Administer Transit
- 310.1 Coordinate Transit Services
- 400.1 Project Development and Monitoring
- 500.1 Coordination & Regional Planning
- 510.1 Regional Transportation Plan
- 600.1 PMS/GIS
- 700.1 Planning, Programming & Monitoring

WORK ELEMENT 100.1 Compliance and Oversight

Purpose: To provide documentation of activities, support and maintain services required to implement the transportation planning programs and processes. These activities are specifically related to Rural Planning Assistance (RPA) eligible tasks.

Previous Work: Continuing process. Each of the Methods/Tasks described below were completed in FY 2021-2022.

Products:

- Maintain records and minutes of ICLTC meetings and document Tribal government-to-government relations **Monthly July 2021 – July 2022**
- Miscellaneous reports, correspondence and documentation, coordinate activities between Caltrans, Tribal Governments, local agencies, and ICLTC.

Methods/Tasks (for FY 2022/2023):

1. Prepare reports, agendas, correspondence, and documentation. **(Ongoing, ICLTC staff, consultants where applicable, including for the preparation of fiscal and performance audits)**
2. Attend RTPA meetings via Zoom or as the covid restrictions end in person or via teleconference as scheduled and meet with representatives of Caltrans and other agencies. **(Monthly, ICLTC staff)**
3. Perform liaison duties between ICLTC, Caltrans, and other local agencies. **(Monthly and As needed, ICLTC staff)**
4. Maintain records of ICLTC activities. **(Ongoing, ICLTC staff)**
5. Ensure that planning processes and products comply with the provisions of Title VI of the 1964 Civil Rights Acts and the President’s Executive Order on Environmental Justice. **(Ongoing, as required, ICLTC staff)**
6. Coordinate, consult, and collaborate with the five Tribal Governments. **(As needed, ICLTC staff/ consultants)**
7. Comply with MAP-21 / FAST Act and monitor the State of California implementation of the Federal Transportation Reauthorization. **(As needed, ICLTC staff)**
8. Encourage public participation and awareness of regional transportation planning issues through such activities as:
 - Advertising monthly and special meetings
 - Encouraging public meetings with Caltrans, local agencies, Tribal Governments, and the public.
 - Conducting public outreach through brochures and advertising.

- Expand public outreach by the development and update of a mailing list of agencies and interested parties.
- Improve public outreach by maintaining and expanding the list of email addresses of agencies and interested parties.
- Maintain and update the ICLTC website <http://www.inyoltc.org/>. Migrate the documents from this website to the Inyo County website: <https://www.inyocounty.us/government/commissions/inyo-county-local-transportation-commission>

(As needed, ICLTC staff)

9. Maintain records of all Tribal Government consultation and outreach. **(As needed, ICLTC staff)**
10. Provide public interaction through answering LTC main phone number. **(Daily, ICLTC staff)**
11. In FY22-23 explore all options, post covid, to stream the LTC Meetings live using existing technology and infrastructure in the Inyo County Board Room and the Bishop City Council Chambers. **(July-September 2022, ICLTC staff)**
12. Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
13. Archive meetings and transcribe minutes. **(Monthly, ICLTC staff)**
14. In FY22-23 further integration between existing <http://www.inyoltc.org/> website and new Inyo County website. The goal is to replace the existing website with the LTC section on the Inyo County website <https://www.inyocounty.us/government/commissions/inyo-county-local-transportation-commission>.

Funding Sources:

Rural Planning Assistance Funds:	\$90,000
Total	\$ 90,000

WORK ELEMENT 110.1 Overall Work Program (OWP)

Purpose: To prepare and monitor the implementation of the OWP, a scope of work for the expenditure of Rural Planning Assistance funds.

Previous Work:

- Development of the FY 2022-2023 OWP (**January – May 2022**)
- Implementation of 2021/2022 Overall Work Program including quarterly reports (**June 2021- July 2022**)
- Amendment # 1 (**November-December 2021**)
- Submittal of the final report for FY 2020-2021 (**August 2022**)

Products (for FY 2022/2023): Quarterly and Final Reports, Amendments, Overall Work Program Agreement, correspondence and documentation, development of the 2023/2024 Overall Work Program.

Methods/Tasks (for FY 2022/2023):

1. Monitor implementation of FY 2022/2023 Overall Work Program. (**Monthly & Quarterly, ICLTC staff**)
2. Prepare amendments to incorporate changes or adjustments during fiscal year. (**Quarter 3, ICLTC staff**)
3. Prepare and process Overall Work Program Agreement. (**Quarter 3 and Quarter 4, ICLTC staff**)
4. Prepare Draft and Final Overall Work Program for FY 2023/2024. Coordinate review and approval by Caltrans and ICLTC and incorporate review comments, as appropriate. (See task #10 below) (**Quarter 3 and Quarter 4, ICLTC staff**)
5. Prepare OWP Quarterly Reports and present to the ICLTC. (**Quarterly, ICLTC staff**)
6. Prepare 2021-2022 OWP Final Report and present to the ICLTC. (**Quarter 1, ICLTC staff**)
7. Prepare invoices and financial records. (**Quarterly, ICLTC staff**)
8. Maintain records and documentation. (**Monthly, ICLTC staff**)
9. Seek public comment, input, and participation for tasks identified in the OWP. (**Ongoing, ICLTC staff**)

10. Conduct a full review of the OWP as prepared by LTC staff and reconcile the document with examples of simplified plans with the potential to add clarity and accountability. **(Ongoing, ICLTC staff)**

Funding Sources:

Rural Planning Assistance Funds:	\$15,000
Total	\$ 15,000

WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)

Purpose: To provide SB 45 oversight of State and local agency projects. This work element addresses the programming of federal and state funds available for surface transportation and the delivery of state and local highway projects programmed with Regional Improvement Program funds in the State Transportation Improvement Program (STIP). In addition, provide required planning for future projects to be included in subsequent STIPs.

Previous Work:

- Implementation of the 2020 STIP **(July 2019 – December 2019)**
- Development of the 2022 RTIP **(July 2021 – December 2021)**
- Continuous monitoring of local agency projects, and coordination with District 9 on future programming on the State Highway.

Products (for FY 2022/2023):

- Miscellaneous reports, correspondence and documentation associated with the implementation of the 2022 STIP.
- Preliminary development of the 2024 RTIP/STIP **(July 2022- June 2023)**
- Draft MOU with neighboring agencies **(July 2022- June 2023)**

Methods/Tasks (for FY 2022/2023):

1. Monitor progress and programming of State highway projects in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOU's with Caltrans and MOU's with neighboring agencies. **(Quarterly, as needed, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(Quarterly, as needed, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(Quarterly, as needed with strong emphasis throughout 2023, ICLTC staff)**
4. Begin development of the 2024 Regional Transportation Improvement Program (RTIP). **(Ongoing with emphasis throughout 2023)**
5. Attend California Transportation Commission meetings as necessary. **(As needed, ICLTC staff)**

Funding Source:

Rural Planning Assistance Funds (RPA): \$ 10,000

Total: \$ 10,000

WORK ELEMENT 300.1 Administer Transit

Purpose: The Transportation Development Act (TDA) provides for the allotment of funds to public transportation entities. The ICLTC is responsible for the administration of the Transportation Development Act in Inyo County. Section 99233.1 of the Act allows a Regional Transportation Planning Agency to program such funds as are necessary to administer the Act.

Previous Work: On-going annual administration of the TDA. Each of the Methods/Tasks described in this work element were completed in FY 2021-2022. This included the completion of a Financial Audit and preparation for the upcoming triennial performance audit of the ICLTC, ESTA and ESAAA, including soliciting RFP's and securing a contract.

Products: Each of the Methods/Tasks described below have specific products and will be completed in the upcoming fiscal year.

Methods/Tasks (for FY 2022/2023):

1. Receive claims for State Transit Assistance (STA) and Local Transportation Funds (LTF). **(Monthly (LTF), & Quarterly (STA), ICLTC staff)**
2. Conduct the unmet transit needs findings process and coordinate the development of services that meet the unmet transit needs. **(February – May 2023, ICLTC staff)**
3. Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit service operations and local streets and roads, when appropriate. **(Quarterly, as needed, ICLTC staff)**
4. Review transit operations and make recommendations for adjustments in service, in accordance with TDA requirements. **(Annually or as needed, ICLTC staff)**
5. Meet and confer with the Social Services Transportation Advisory Council in conformance with TDA Guidelines. **(February- March 2023, ICLTC staff)**
6. Ensure completion of all TDA financial and performance audits for the ICLTC, ESTA, and ESAAA. **(May- September 2023, ICLTC staff)**
7. Implement recommendations set forth in the triennial performance audit of the ICLTC. **(July 2022 – June 2023, ICLTC staff)**
8. Administer the Transportation Development Act. **(July 2022 – June 2023, ICLTC staff)**

- 9. Maintain financial records of expenditures and allocations of Transportation Development Act funds. **(Monthly & Quarterly, ICLTC staff)**
- 10. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
- 11. Allocate funding for transit grant programs such as the LCTOP and the Senate Bill 1 State of Good Repair Program. **(Quarterly, ICLTC staff)**
- 12. Complete semi-annual and final reports for the Cal OES transit security grants, Low Carbon Transit Operations Program (LCTOP) and PTMISEA projects. **(January 2023 – March 2023, ICLTC staff & ESTA staff)**
- 13. Provide public interaction through answering LTC main phone number and staffing a public office. **Daily (ICLTC staff)**

Funding Source:

Local Transportation Fund:	\$ 79,214
Total	\$ 79,214

WORK ELEMENT 310.1 Coordinate Transit Services

Purpose: While the opportunities for coordination of transit services are limited, the coordination of the services that are available will still enhance their effectiveness. Any coordination of transit services will include the evaluation of services necessary to address the needs of traditionally underrepresented populations such as the elderly, disabled, low-income, and minority (i.e. Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and Tribal Governments). The purpose of this element will be to continue to evaluate the services that are available, continue to determine where coordination of services may occur, and revise, as necessary, the role of the ICLTC in coordinating or monitoring those services. Opportunities to monitor and improve coordination naturally occur during the annual Unmet Needs process, during the Social Services Advisory Committee (SSTAC) meeting and public hearings. Meaningful feedback and discussions occur during these forums, between and among the transit operator, Community transit providers, their customers, and the Commission. Improvements in coordination generally occur here. Maximize Federal and State sources that may be available to improve the transportation system in Inyo County.

Previous Work:

- Implementation of the Coordinated Public Transit – Human Services Transportation Plan for Inyo and Mono Counties. **(Attended Kick-off for the update, October 2021)**
- Implement recommendations from the Roles and Responsibilities Study examining the relationship between the governing boards of ESTA, the Mono LTC, and the ICLTC.
- Coordinate with ESTA, ESAAA, and IMAH and make findings regarding various FTA transit grant applications. **(January – April 2022)**
- Review of the Draft Short Range Transit Plan.

Products: Continued participation in tasks described below. Identify new opportunities to coordinate transit services as necessary.

Methods/Tasks (for FY 2022/2023):

1. Maintain inventory of current transit providers and the scope of their services. **(As needed, ICLTC staff)**
2. Consult with transit providers to verify services are being coordinated. **(As needed, ICLTC staff)**
3. Evaluate and recommend adjustments in services of existing transit providers to meet existing transportation needs. **(As needed, ICLTC staff)**
4. Present transit-related findings to the ICLTC. **(As needed, ICLTC staff)**

5. Evaluate Intelligent Transportation Systems (ITS) technology for coordinating and monitoring current transit services. **(As needed, ICLTC staff)**
6. Monitor and evaluate the interregional transit service. **(As needed, ICLTC staff)**
7. Work with ESTA to pursue the procurement of long-term funding to ensure the continuation of interregional transit service. **(As needed, ICLTC staff)**
8. Participate with Kern COG and Mono County to establish a comprehensive interregional transit service for the Eastern Sierra corridor. **(As needed, ICLTC staff)**
9. For Federal Transit Administration grants, ensure that the grant applications are consistent with, and derived from the Coordinated Public Transit- Human Services Transportation Plan for Inyo-Mono Counties. **(As needed, January – April 2023, ICLTC staff)**
10. Refer to the Coordinated Public Transit - Human Services Transportation Plan for Inyo and Mono Counties as a reference in allocating TDA funds. (This task is only eligible to receive TDA funds) **(Annually, April - June 2023, ICLTC staff)**
11. Assist ESTA with planning-related activities related to the update of ESTA’s Short-Range Transit Plan. **(As needed, ICLTC staff)**
12. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff/consultant)**
13. Conduct outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority (i.e., Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and community leaders. **(As needed, ICLTC staff/consultant)**
14. Encourage local transit providers to submit applications for Federal Transit Administration grant programs (Sections 5304, 5310, 5311, and 5339) and coordinate with Caltrans in the review and submittal of these grant proposals. **(As needed, ICLTC staff/consultant)**
15. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily)**
16. Study transit strategy & options for recreational trailheads. **(As needed, & during the unmet transit needs process, February – May 2023, ICLTC staff)**
17. Support transition to alternative fuel transit vehicles and re-fueling infrastructure. **(As needed, ICLTC staff)**

Funding Source:

Local Transportation Fund:	\$ 10,000
Total	\$ 10,000

WORK ELEMENT 400.1 Project Development & Monitoring

Purpose: With Inyo County, City of Bishop, and Caltrans; Implement goals set in the RTP. Reprioritize identified projects as appropriate. Assist with the visioning of local projects, including the review and preparation of planning documents. Prepare RTIP & ITIP funding requests, STIP amendments, and other CTC documents. In conjunction with Caltrans, monitor the progress of State projects on US 395 and other state roads as well as develop grant applications to win funding for prioritized projects.

Previous Work (from FY 2021/2022):

- Attended LRSP training, secured a contract with LSC Consultants, Inc. to develop the LRSP. **(July – December 2021)**
- Continued to monitor and develop local road projects. **(Ongoing)**
- Engaged County and City on future PSR needs. **(October - November 2021)**
- Participated in FAA Regional Coordination Meeting as it pertains to Bishop Airport seeking commercial air service and future ground transportation impacts. **(Quarter 1)**
- Submitted Federal Raise Grant to offset the substantial negative share balance of the Inyo County STIP. **(Quarter 1)**
- Submitted new 2022 RTIP and participated in the 2022 STIP development process. **(July - December 2021)**

Products:

- Submit requests for funding (RAISE, Earmark, FLAP) **(Quarter 1-2)**
- Apply for grants such as CAPPII as available and through coordination and outreach identify potential new projects for inclusion in the next RTP. **(Quarterly)**
- Develop a Local Road Safety Plan. **(January - June 2022)**

Methods/Tasks (for FY 2022/2023):

1. Remain involved in the development and the allocation of funds for transportation planning-specific programs included in various funding programs such as: MAP-21 / FAST Act; Senate Bill 1, Road Repair and Accountability Act of 2017, Active Transportation Program, Sustainable Communities, Highway Safety Improvement Program. **(Quarterly/As needed, ICLTC staff)**
2. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**

3. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local and Caltrans projects. **(As needed, ICLTC staff)**
4. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(July 2022 - June 2023, ICLTC staff/consultant)**
5. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(July 2022 - June 2023, ICLTC, consultant)**
6. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(Quarterly, As needed)**
7. Participate in public meetings and transportation studies to identify appropriate local projects to address local and regional transportation problems. **(As needed, ICLTC staff, consultant)**
8. The ICLTC shall use performance measures in the evaluation and selection of future planning projects. **(As needed, ICLTC staff, consultant)**
9. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff, consultant)**
10. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff, consultant)**
11. Update the County and City-wide Active Transportation Plan if necessary. Continue to identify potential bicycle and pedestrian projects. **(As needed, ICLTC staff, consultant)**
12. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sheriff to focus on safety in public outreach and paying special notice to fatal and severe injury collisions. **(Ongoing, as needed, ICLTC staff, consultant)**
13. Utilize Local Road Safety Plan (LRSP) Grant and provide 10% matching funds for grant (\$72,000 plus \$8,000 match). This grant will allow a planning process to identify safety projects, road improvements and contribute to the development and validation of additions to the RTP, ATP, HSIP, RTIP, ITIP & SHOPP proposals. Grant and match may extend over two fiscal years. **(July-December 2022)**

Work Element 400.1 Funding Sources:

Rural Planning Assistance fund		\$35,000
	Total	\$35,000

WORK ELEMENT 500.1 Coordination & Regional Planning

Purpose: To provide oversight, coordination and community engagement in regional planning and transportation issues. Inyo County is geographically diverse and serves as a strategic corridor. Significant aligned and competing interests vie for transportation funding that will be prioritized within the planning process.

Previous Work:

- Monitor issues discussed by the Rural Counties Task Force. **(Bi-monthly)**
- Coordinate with Mono County on potential renewal of Tri-County MOU. **(Quarter 3 – 4)**
- Regular maintenance of the ICLTC website. **(Monthly)**

Products:

- Tri-County MOU Extension/Amendment **(May-June 2022)**
- AB-628 Implementation **(Ongoing)**

Methods/Tasks (for 2022/2023 FY):

1. Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership. **(Quarterly/As needed, ICLTC staff)**
2. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(As needed, ICLTC staff)**
3. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. **(As needed, ICLTC staff, consultant)**
4. Require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc. **(As needed, ICLTC staff, consultant)**
5. Participate in Intelligent Transportation Systems (ITS) trainings as offered for qualified County, State, Federal and other agencies, or organizations. **(As needed, ICLTC staff)**
6. Participate and coordinate with the Rural Counties Task Force (RCTF). **(Bi-Monthly, ICLTC staff)**

7. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects. **(Quarterly/As needed, ICLTC staff)**
8. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); MAP-21 / FAST Act, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(As needed, ICLTC staff, consultant)**
9. Implement ITS traffic circulation recommendations that develop out of community planning efforts. **(As needed, ICLTC staff)**
10. Coordinate with Tribal Governments to consider submittals of County and City roads, routes, and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(As needed, ICLTC staff, consultant)**
11. Coordinate with Tribal Governments to apply for Bureau of Indian Affairs (BIA) grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff, consultant)**
12. Evaluate the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628 and Senate Bill 1354. These bills established a pilot program specific to Inyo County where certain non-street legal vehicles are allowed to operate on County maintained roadways and to cross the State Highway in several locations. Monitor issues related to the designation of combined use roads and seek public feedback. This task was initiated in FY 2012-2013 and will be carried over into FY 2022-2023. Report to Legislature due January 2024. The pilot program was extended and will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(Quarterly/As needed. Data collection will occur throughout FY22-23, ICLTC staff)**
13. Review and present options to the ICLTC on updating the 2015 ATP. **(As needed, ICLTC staff)**
14. Participate as a technical advisory committee member for Caltrans District 9 ITS Study. **(As needed, ICLTC staff)**
15. Implement the 2019 & 2023 Regional Transportation Plan. **(July 2022- June 2023, ICLTC staff)**

16. Continue further research, discussion and planning regarding traffic and truck patterns in Bishop, CA, specifically as it relates to our upcoming RTP update and new commercial air service into the Bishop Airport. **(July 2022 – December 2022, ICLTC staff, consultant)**

Funding Source:

Rural Planning Assistance:	\$ 25,000
Total	\$ 25,000

WORK ELEMENT 510.1 Regional Transportation Plan

To develop the overall Regional Transportation Plan (RTP) that furthers the goals and objectives of the region's current transportation needs, and assesses future transportation goals that enhance safety, capacity, access, active transportation, and efficiency. The development of the RTP requires coordination with the City of Bishop and County Housing Elements. ICLTC strives within this work element to identify stakeholders and engage in a cooperative process to ensure that the RTP best represents the interests of the population and constituency of Inyo County.

Previous work:

- Monitor implementation of the Inyo County Regional Transportation Plan 2019. **(July 2021 – June 2022)**
- Secure a contract with LSC consulting, Inc. for RTP development. **(October – December 2021)**

Proposed Products: 2023 Regional Transportation Plan

Methods/Tasks (for 2022-2023 FY)

1. 2023 RTP development and utilize staff and consultant time to begin update process. **July 2022 – June 2023**
2. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. Ensure planning projects consider and address the needs of traditionally underrepresented populations such as the elderly, disabled, low-income, and minority (i.e., Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and Tribal Governments. **(July 2022 – December 2022, ICLTC staff, consultant)**
3. Work with consultant on developing the 2023 RTP. **(July 2022 – June 2023, ICLTC staff, consultant)**
4. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(As needed, ICLTC staff, consultant)**
5. Incorporate the 2022 RTIP. **(July 2022 – December 2022, ICLTC staff, consultant)**
6. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the anticipation/implementation of year-round commercial air service. **(July 2022 – June 2023, ICLTC staff, consultant)**

7. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(July 2022 – December 2022, ICLTC staff, consultant)**
8. Coordinate with transit operator to evaluate current information on the state of transit assets **(July 2022 – June 2023, ICLTC staff, consultant)**

Funding Source:

Rural Planning Assistance:	\$ 65,000
Total	\$ 65,000

WORK ELEMENT 600.1 PMP/GIS

Purpose: To ensure optimum use of State and Federal funds allocated for construction and maintenance on local roads. Manage and develop a comprehensive Pavement Management Program (PMP). The PMP will assess the current operational condition of the local road system, identify maintenance or rehabilitation work required to meet the current needs, and develop management strategies using life cycle cost analyses for proposed maintenance and rehabilitation activities. The PMP will utilize best management practices, make optimum use of construction and maintenance funds for local roads and meet Federal and State requirements for pavement management. The PMP, in conjunction with traffic counting and roadway analysis, creates the base data that is used to develop capital improvement program identified in the RTP. This core data is also important in assessing the performance outcomes and goals identified in the RTP. The data serves as a baseline for future transportation planning on City and County roads.

In order to provide for easy identification of current projects that are being funded with State and Federal funds and to identify the network of roads within the City and County, assist with the development of a countywide Geographic Information System (GIS). The information in this work element is fundamental to the development of the RTIP.

Previous Work:

- FY19-20 saw the decision to bring the PMP in-house. Staff attended trainings, developed a new capital improvement plan, and surveyed approximately 1/3 of the road network. Staff began cross training and integrating fieldwork data collection in the PMP/GIS system. We also purchased new software. FY20-21 saw all on-site trainings canceled due to covid. Some on-line training was utilized. The senior engineer implementing the program was personally responsible for field work and documentation. In FY21-22 in house staff conducted a second 1/3 of data collection. Post covid the plan is to train more junior employees to assist in the PMP. **(July 2021- June 2022)**

Products: Pavement Management Annual Update, Capital Improvement Plan

Methods/Tasks (for FY 2022/2023):

1. Development and update of a Pavement Management Plan for the County of Inyo. The Pavement Management Plan informs the Action Element of the RTP and the development of future RTIPs. This task includes:
 - Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Evaluate traffic classifications, street designations, materials and standards.
 - Develop procedures, standards and impact fees to protect the public investment in streets.**(July 2022- June 2023, ICLTC staff)**

2. Develop a computerized 3-year pavement management plan and capital improvement plan. **(July 2022- June 2023, ICLTC staff)**
3. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies. **(July 2022- June 2023, ICLTC staff)**
4. Use ArcView or ArcMap to develop countywide GIS database that will identify and characterize current projects; and characterize County and City roads for general planning and management purposes. **(July 2022- June 2023, ICLTC staff)**
5. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(July 2022- June 2023, ICLTC staff)**
6. Work with Caltrans to integrate regional GIS data. **(July 2022- June 2023, ICLTC staff)**
7. Develop a plan to collect GPS data on local streets and roads to incorporate into GIS applications. This include taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(July 2022- June 2023, ICLTC staff)**

Funding Source:

Rural Planning Assistance:	\$ 20,000
Total	\$ 20,000

WORK ELEMENT 700.1 Planning, Programming, and Monitoring

Purpose: The purpose of this work element is to plan and administer state transportation planning funds and improvement programs associated with statewide transportation planning. This includes participation with Caltrans and the California Transportation Commission funding programs and opportunities. These duties are funded by exclusively PPM funds. A majority of the tasks described here are the same as those in Work Elements 200.1, 400.1, 500.1, 510.1 and 600.1. Generally, the goal is:

- Development and implementation of the Regional Transportation Improvement Program (RTIP)
- RTIP and State Transportation Improvement Program (STIP) amendments as needed
- Preparation and review of allocation, extension, and amendment requests from project sponsors
- Assist project sponsors in filing required paperwork to Caltrans and California Transportation Commission (CTC)
- Monitoring the progress of state and federally funded projects, including project delivery, timely use of funds, and compliance with State law and CTC Guidelines
- Coordination with Caltrans on state highway projects, including PIDs
- Process/monitor state and federal funding programs
- Prepare state and federally mandated reports, including DBE reports, obligation reports, Regional Transportation Plan (RTP), bicycle planning, coordinated human services plan
- Meetings with CTC and Caltrans, including Regional Transportation Planning Agency (RTPA) group, STIP workshops, Local Assistance trainings
- RTP development,
- MAP-21 / FAST Act implementation
- Data collection for Performance Measures and the RTP.

Previous Work:

- Implementation of the 2020 STIP and development of the 2022 RTIP. **(July 2021 – December 2021)**
- Continuous monitoring of local agency projects and coordination with District 9 on future programming on the State Highways. **(Quarterly)**
- Apply for INFRA grant funds, BUILD grant funds and a Federal Lands Access Program grant. **(July 2021-October 2021)**
- Conduct traffic counts to monitor transportation system. **(May - June 2022)**
- Collect PMP data to continue improvement to the in-house pavement management system. **(July 2021- June 2022)**
- Implementation of goals, policies, and objectives set forth in the RTP. **(July 2021 - June 2022)**
- Continue to monitor combined use routes established pursuant to Assembly Bill 628 and Senate Bill 1354. **(July 2021 - June 2022)**
- Update surveying, traffic data collection capabilities. **(May 2022 – June 2022)**

Methods/Tasks (for FY 2022/2023):

1. Monitor progress and programming of State highway projects in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOU's with Caltrans and MOU's with neighboring agencies. **(July 2022 - June 2023, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(July 2022 - June 2023, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(As needed, ICLTC staff)**
4. Implementation of the 2022 Regional Transportation Improvement Program (RTIP). **(July 2022 - June 2023, ICLTC staff)**
5. Attend California Transportation Commission meetings as necessary. **(Quarterly/As needed, ICLTC staff)**
6. Complete non project specific tasks related to the implementation of the 2022 STIP. **(July 2022 - June 2023, ICLTC staff)**
7. Monitor and assist with planning pursuant to continued progress of local projects and State highway projects. **(As needed, ICLTC staff)**
8. Provide planning assistance involving identification and development of local grant projects. **(As needed, ICLTC staff, consultant)**
- 9.
10. Remain involved in the development and the allocation of funds for transportation and planning programs included in MAP-21 / FAST Act such as the Active Transportation Program, Sustainable Communities, etc. **(As needed, ICLTC staff, consultant)**
11. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**
12. Facilitate adequate public involvement and participation in the planning of local and State projects. **(As needed, ICLTC staff, consultant)**
13. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local and Caltrans projects. **(As needed, ICLTC staff)**

14. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(As needed, ICLTC staff, consultant)**
15. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(As needed, ICLTC staff, consultant)**
16. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(As needed, ICLTC staff, consultant)**
17. Participate in public meetings and transportation studies to identify appropriate local projects to address local and regional transportation problems. **(As needed, ICLTC staff)**
18. Ensure access-management issues are included with all project review on local streets and roads and the state highway system. **(As needed, ICLTC staff)**
19. The ICLTC shall use performance measures in the evaluation and selection of future projects. **(As needed, ICLTC staff)**
20. Maintain a system-wide Disadvantaged Business Enterprises (DBE) program. **(As needed, ICLTC staff)**
This task is not for specific projects. It is for the overall DBE program.
21. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff)**
22. For local land division projects, address dedication for right-of-way (ROW) needs and perfection of ROW title for State and local roadways. **(As needed, ICLTC staff)**
23. Hire a consultant to complete grant applications for a variety of programs such as the Active Transportation Program, FLAP, and the Highway Safety Improvement Program. **(As needed, ICLTC staff)**
24. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff)**
25. Update the County and City-wide Active Transportation Plan if necessary. Continue to identify potential bicycle and pedestrian projects. An Active Transportation Plan was completed in FY 2015-2016. **(As needed, ICLTC staff)**

26. Work with the Inyo National Forest and Bureau of Land Management to obtain permanent easements and/or perfect right of way for County maintained roads. (As needed, ICLTC staff)
27. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sheriff to focus on safety in public outreach and paying special notice to fatal and severe injury collisions. **(As needed, ICLTC staff, consultant)**
28. Develop Project Study Reports (PSRs) or PSR Equivalents. **(As needed, ICLTC staff, consultant)**
29. Attend trainings to develop local agency staff's ability to deliver Federal Aid and other types of transportation projects (Federal Aid training, Resident Engineers Academy and other similar trainings) **(As needed, ICLTC staff)**
30. Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership. **(As needed, ICLTC staff)**
31. Coordinate with Caltrans on transportation planning activities such as:
 - Olancha/Cartago 4-lane project
 - System Level Planning Documents (Corridor Management Plans)
 - Project specific public involvement activities
 - Truck traffic on Bishop Main Street
 - West Line Street improvements
 - Eastern Sierra Corridor Freight Study
 - Caltrans District 9 Intelligent Transportation System (ITS) Master Plan
 - Bishop Paiute Tribal Transportation Planning Project
 - Olancha-Cartago Sustainable Corridor Study
 - Caltrans District 9 Origination and Destination Study
 - EV charging infrastructure planning
 - Lone Pine Visioning Committee**(As needed, ICLTC staff)**
32. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(As needed, ICLTC staff, consultant)**
33. Ensure that planning and transportation operations address the needs and issues of all constituents. **(As needed, ICLTC staff, consultant)**

34. Require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc. **(As needed, ICLTC staff, consultant)**
35. Participate in Intelligent Transportation Systems (ITS) trainings. **(As needed, ICLTC staff)**
36. Participate and coordinate with the Rural Counties Task Force (RCTF). **(Bi-Monthly/As needed, ICLTC staff)**
37. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects. **(As needed, ICLTC staff)**
38. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); MAP-21 / FAST Act, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(As needed, ICLTC staff, consultant)**
39. Implement ITS traffic circulation recommendations that develop out of community planning efforts. **(As needed, ICLTC staff, consultant)**
40. Coordinate with Tribal Governments to consider submittals of County and City roads, routes and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(As needed, ICLTC staff, consultant)**
41. Coordinate with Tribal Governments to apply for Bureau of Indian Affairs (BIA) grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff, consultant)**
42. Implement planning-related proposals included in the Eastern Sierra Corridor Enhancement Plan for US 395 if feasible. **(As needed, ICLTC staff)**
43. Evaluate and implement the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628. Monitor the designation of combined use roads. This task was initiated in FY 2012-2013 and will be carried over into FY 2024-2025. The pilot program will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(July 2022- June 2023, ICLTC staff)**
44. Development and update of a Pavement Management System for the County of Inyo as follows:
 - Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.

- Evaluate traffic classifications, street designations, materials, and standards.
 - Develop procedures, standards, and impact fees to protect the public investment in streets.
 - Develop a computerized 3-year pavement management plan and capital improvement plan.
(July 2022 – June 2023, ICLTC staff)
45. Update the City and County Pavement Management Plan, with 1/3 of the system being updated each year. **(July 2022 – June 2023, ICLTC staff)**
 46. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies.
(As needed, ICLTC staff)
 47. Use ArcView or ArcMap to develop countywide GIS database that will identify and characterize current projects; and characterize County and City roads for general planning and management purposes. This task includes GIS-related trainings for City and County staff. **(As needed, ICLTC staff)**
 48. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(As needed, ICLTC staff)**
 49. Work with Caltrans to integrate regional GIS data. **(As needed, ICLTC staff)**
 50. Collect GPS data on local streets and roads to incorporate into GIS applications. This includes taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(July 2022 – June 2023, ICLTC staff)**
 51. Purchase video or stop-motion traffic counters to assist with monitoring road use, use trends, and to differentiate between vehicle types (cars, trucks, motorcycles, bicycles, non-street legal vehicles, and pedestrians). **(As needed, purchased one in FY 2021-2022, ICLTC staff)**
 52. As needed, purchase updated Trimble surveying software and new data collector to facilitate road GIS mapping, data collection and pavement management. **(As needed, ICLTC staff)**
 53. Pay for training as needed to use existing engineering staff to collect GIS, pavement data and other data with new data collector and software. **(As needed, ICLTC staff)**
 54. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp.
(Quarterly, ICLTC staff)
 55. Provide public interaction through answering LTC main phone number and staffing a public office.
(Daily, ICLTC staff)

- 56. Work with Consultant for the 2023 RTP development and utilize staff time to begin update process. **(July 2022 – December 2022, ICLTC staff, consultant)**
- 57. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. Ensure planning projects consider and address the needs of traditionally underrepresented populations /groups and Tribal Governments. **(As needed, ICLTC staff, consultant)**
- 58. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(As needed, ICLTC staff)**
- 59. Incorporate the 2022 RTIP. **(July 2022 – June 2023, ICLTC staff)**
- 60. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the anticipation/implementation of year-round commercial air service. **(As needed, ICLTC staff)**
- 61. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(As needed, ICLTC staff)**
- 62. Coordinate with transit operator to evaluate current information on the state of transit assets. **(As needed, ICLTC staff)**

Funding Source:

Planning, Programming and Monitoring Fund Carryover (FY20-21):	\$ 156,000
Total =	\$ 156,000

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

2022/2023 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE				TOTAL
Number	Description	RPA	RPA-RO	LTF	PPM	
100.1	Compliance and Oversight	\$90,000				\$90,000
110.1	Overall Work Program	\$15,000				\$15,000
200.1	Regional Transportation Improvement Program	\$10,000				\$10,000
300.1	Administer Transit			\$79,214		\$79,214
310.1	Coordinate Transit Services			\$10,000		\$10,000
400.1	Project Development & Monitoring	\$25,000	\$10,000			\$35,000
500.1	Regional Transportation Plan Coordination & Regional Planning	\$25,000				\$25,000
510.1	Regional Transportation Plan	\$45,000	\$20,000			\$65,000
600.1	PMP/GIS	\$20,000				\$20,000
700.1	Planning, Programming, & Monitoring				\$156,000	\$156,000
	TOTALS	\$230,000*	\$30,000	\$89,214	\$156,000¹	\$505,214

*Due to routine fiscal year end cross-over the ICLTC anticipates a carry-over of FY21-22 RPA funds of approx. \$30,000 in addition to the \$230,000. This is a rough estimate only.

¹ This will involve the expenditure of PPM funds programmed in FY 20-21, FY 21-22, FY22-23.

Appendix A - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART

