

Application Checklist

The following documents are required and must be submitted via Smartsheets in one single PDF document, not to exceed 25 MB. Keep the file name brief, as files are corrupted when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

PDF documents should be submitted in their fillable PDF formats. The original file formats will be required upon grant award.

Required Application Documents	
(✓)	Ensure these items are completed prior to submitting to Caltrans via Smartsheets
	Application Cover Sheet (completed in Smartsheets)
	Signature Page (Electronic signatures accepted)
	Application Narrative
	Scope of Work
	Cost and Schedule
	Third Party In-Kind Valuation Plan (if applicable, required upon award)
	Map of Project Area
Supplemental Documentation (not required)	
	Graphics of Project Area (when applicable)
	Letter(s) of support
	Data



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2023-24

Grant Category (select only one)

Climate Adaptation (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

Strategic Partnerships (MPOs and RTPAs only)

Sustainable Communities Competitive
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)
(20% Local Match requirement)

x Sustainable Communities Competitive Technical
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)
(11.47% Local Match requirement)

Application Submittal Type (more than one may be selected)

New

Prior Phases

Re-Submittal

x

New
Application

Continuation of a prior project.
If so, list the Grant FY and project
title below.

Re-submittal from a prior grant cycle.

How many times has an application been
submitted for this project, including this one?

PART B. PROJECT INFORMATION

Project Title and Location

Project Title Inyo County Electric Vehicle Charging Infrastructure Network Plan

Project Location (City) Project Location (County) Inyo County

Funding Information

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)

☒ Minimum Local Match ☐ Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

☒ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures

☐ Other, specify:

Grant Funds
Requested

Local Match
(Cash)

Local Match
(In-Kind)

Total
Local Match

%
Local Match

Total
Project Cost

\$201,500

\$26,111

\$0

\$26,111

11.47

\$227,611



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART B. PROJECT INFORMATION (CONTINUED)

Project Description (3-5 Sentences Max.)

Insert Application Narrative:

1. Project Description

In order to support California's ambitious Greenhouse Gas (GHG) emission reduction targets and goals set forth in AB 32, in the California Air Resources Board (CARB) Advanced Clean Cars II Rule and Executive Order N-79-20, and in the CARB Innovative Clean Transit (ICT) Regulation, Inyo County Local Transportation Commission (ICLTC) will hire a consultant to prepare an Electric Vehicle (EV) Charging Infrastructure Network Plan.

The Plan will outline a path forward to install effective and equitable EV charging infrastructure throughout Inyo County and to electrify the county-owned vehicle fleet by gathering data, evaluating the physical and financial feasibility of expanding the charging network in the county, and conducting a site analysis for EV charging locations, with an emphasis on county-operated properties. The Plan will also provide a high-level analysis of hydrogen fueling feasibility in Inyo County. The Plan will coordinate with Los Angeles Department of Water and Power and Southern California Edison, with EV and ZEV plans of the Bishop Paiute Tribe, Big Pine Paiute Tribe, Fort Independence, Lone Pine Reservation, Timbisha Shoshone Tribe, Eastern Sierra Transit Authority, Caltrans, and Mono, Kern, San Bernardino, and Nye (NV) counties and will actively engage rural underserved communities throughout the planning process to establish equity in EV infrastructure planning and prevent "charging deserts", where public charging is scarce or nonexistent. This plan is crucial in enabling a rural county to do its part in helping the state meet GHG emission goals and in contributing to the continued economic vitality of the region.

Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- ☐ Active Transportation (Bicycle and Pedestrian)
- ☐ Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- ☐ Complete Streets (Multimodal specific type)
- ☐ Corridor (Local Streets or Highways)
- ☐ Freight/Goods Movement
- ☐ General Plan (Circulation Element, Land Use Element, Specific Plan)
- ☐ Multimodal (Motorized and Active Transportation)
- ☒ Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- ☐ Transit (Bus, Light Rail, and Commuter Rail Service)
- ☐ Other, specify:

Underserved Community Definitions



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If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- ☒ Rural Communities of 50,000 or less and outside of urbanized areas
- ☒ Native American Tribal Governments
- ☐ Regionally/Locally Defined Underserved Communities
- ☒ At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- ☐ At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- ☐ At/Above 75% CalEnviroScreen Version 4.0
- ☐ At/Below 25% California Healthy Places Index



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PART C. CONTACT INFORMATION*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Inyo County Local Transportation Commission		
Dept./Division	Regional Transportation Planning Agency		
Street Address	168 N. Edwards Street		
City	Independence		
Zip Code	93526		
Phone Number	760-878-0207		
Executive Director Name	Michael Errante		
Title	Director of Public Works		
Executive Director E-mail	merrante@inyocounty.us		
Financial Manager Name	Michael Errante		
Title	Director of Public Works		
Financial Manager E-mail	merrante@inyocounty.us		
Contact Person Name	John Pinckney		
Title	Assistant Director, Dept of Public Works		
Contact Phone Number	760-878-0207		
Contact E-mail	jpinckney@inyocounty.us		

*Use additional pages if necessary.



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PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	x	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021?	x	

PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program. If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		x	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		x	



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
4	Senator Marie Alvarado-Gil	8	Assembly Member Jim Patterson

PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
Los Angeles Department of Water and Power	
Lone Pine Chamber of Commerce	
Inyo County Board of Supervisors	
Inyo County Parks and Recreation Department	
Bishop Chamber of Commerce	

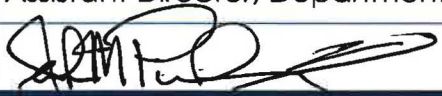


Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	John Pinckney		
Title	Assistant Director, Department of Public Works		
Signature		Date	3/7/2023
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

PART H. APPLICATION NARRATIVE

FY 2023-24

Project Information

Organization (Legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates)	

Do not alter application format and font size 10

Application Narrative

- 1. Project Description (10 points) - 3-5 sentences maximum; Do not exceed the space provided.**
Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2A. Project Justification (15 points) - Do not exceed the space provided

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

2A. Project Justification (continued)



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2B. Underserved Communities Justification (5 points) - Do not exceed the space provided

- Explain how the project area or portions of the project area are defined as an underserved community, including Native American Tribal Governments and rural communities
- Explain how the proposed project addresses the needs of the underserved community
- Describe how underserved communities will benefit from the proposed planning project
- Cite data sources, the Grant Application Guide Appendix A tools used to define underserved communities, and include a comparison to the statewide thresholds that are established in each tool

2C. Underserved Communities Engagement (5 points) - Do not exceed the space provided

- See Grant Application Guide, Appendix A, for community engagement best practices
- Describe how the proposed effort would engage underserved communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3. Grant Specific Objectives (Total 35 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

3A. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable)
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns (Reference Grant Application Guide, Chapter 2.2, for example project types)



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3B. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

3C. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal supports other State goals, including but not limited to:
 - State Planning Priorities (Government Code Section 65041.1)
 - Climate Adaptation Goals (State Adaptation Strategy)
 - Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3D. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages stakeholder involvement
- List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
- Explain how stakeholders will be involved throughout the project

3E. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal involves active community engagement
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3F. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2): Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable

3G. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

4. Project Management (Total 30 points)
See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website: https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning
4A. Scope of Work (15 points)
4B. Cost and Schedule (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
x	Use the Fiscal Year 2023-24 template provided
x	Include the activities discussed in the grant application
x	List all tasks using the same title as stated in the Project Cost and Schedule
x	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
x	Exclude sub-task numbers; only include sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
x	Include a thorough and accurate narrative description of each task
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Caltrans and grantee Project kick-off meeting at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
x	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
x	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
x	Include a summary of next steps your agency will take towards implementing the project in the Final Product
x	List achievable project deliverables for each Task
x	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

SCOPE OF WORK

Project Information	
Grant Category	Sustainable Communities Competitive Technical
Grant Fiscal Year	2023-2024
Project Title	Inyo County Electric Vehicle Charging Infrastructure Network Plan
Organization (Legal name)	Inyo County Local Transportation Commission

Introduction

The Inyo County Local Transportation Commission (ICLTC) is applying for the Caltrans Sustainable Transportation Planning Grant Sustainable Communities Technical sub-category to develop an Electric Vehicle Charging Infrastructure Network Plan. The Plan will outline a path forward to install effective and equitable EV charging infrastructure throughout Inyo County and to electrify the county-owned vehicle fleet by gathering data, evaluating the physical and financial feasibility of expanding the charging network within the county, and conducting a site analysis for EV charging locations, with an emphasis on county-operated properties. The Plan will also provide a high-level analysis of hydrogen fueling feasibility in Inyo County.

Appendix A shows the project area and identifies several Inyo County communities. According to the 2020 US Census, the Inyo County population is 19,016. The Median Household Income (MHI) for the County is \$66,549, compared to a statewide MHI of \$84,097, as reported by the American Community Survey 2021 5-Year Estimates. The entire county qualifies as a disadvantaged community (per the definition of a rural community of 50,000 or less and outside of urbanized areas). According to the data, 4 of 6 census tracts have a Median Household Income (MHI) less than 80% of California MHI, qualifying Census Tracts 1, 4, 5, and 8 as disadvantaged by income. Census tract 8 MHI is only 57 percent of statewide MHI. Inyo County is the home of five federally recognized Tribes. Projects that support Tribes qualify as supporting disadvantaged communities as well.

This Plan supports Climate Action Plan for Transportation Infrastructure (CAPTI) in working towards rural disadvantaged communities having the same access and benefit opportunities from ZEV technology as more urbanized areas. The Plan also supports regional tourism, on which underserved Inyo communities depend. Potential facility locations are in the heart of communities or near outdoor recreation destinations and increased EV traffic in rural downtowns will add to and sustain economic vitality. County owned and operated EV charging stations provide an equitable way for those without easy access to primary (at-home) charging to charge an electric vehicle.

Given the large distances that exist between Inyo County communities (and the distances to urban centers), it is critical that each community has sufficient transportation-related infrastructure to support charging demand from local residents and tourists alike. The few existing chargers and large distances between them in Inyo County can contribute to 'range anxiety', a fear that an EV won't have sufficient charge to make it to the next charging station. This is a significant contributing factor to lack of EV adoption. Appendix B shows current public charging infrastructure in Inyo County and current ZEV usage numbers in Inyo County and statewide, indicating that there is potential demand from residents and tourists alike for charging facilities,

once reliable charging infrastructure is in place. Public input received as part of the 2023 Inyo County RTP update indicates that residents are aware of the lack of EV charging infrastructure.

Inyo County is a major tourist destination for outdoor recreation and a throughfare for regional tourism. The Inyo County Electric Vehicle (EV) Charging Infrastructure Network Plan will place emphasis on encouraging multimodal transportation by encouraging drivers to charge EVs at trailheads, parks, and campgrounds. Traffic counts conducted by ICLTC over two time periods in February 2023 in two county parks and one campground show steady daily vehicle usage even in the winter months (Table C1). Average daily traffic counts ranged from 21 in Dehy Park to 187 at Diaz Lake Campground. As shown in Table C2, daily usage is significantly higher in the summer months. This strongly suggests that there is demand for EV charging infrastructure that will only increase in the future. Table C3 identifies the 19 county-operated parks and campgrounds. The Plan will also encourage a mode shift to electric transportation by exploring the capacity of EV chargers to also charge electric bikes, scooters, and other mobility devices. Providing public infrastructure to charge alternative electric transportation devices as well as EVs provides a lower cost means for residents to access electric transportation technology.

Additionally, the Plan will provide a roadmap for Inyo County to transition their vehicle fleet to ZEVs or low emission vehicles. Appendix D provides a summary of the County of Inyo fleet and storage locations. Given the diversity in vehicle type and that the fleet is housed in multiple facilities throughout Inyo County, a clear plan for fleet transition to alternative fuel is critical. A feasibility analysis of infrastructure to support a ZEV/low emission county fleet will fit seamlessly with the feasibility and site analysis for public EV charging infrastructure.

The EV Charging Infrastructure Network Plan will support a wide variety of local, state, and federal planning efforts, including Towards an Active California, Climate Action Plan for Transportation Infrastructure (CAPTI), the Caltrans Strategic Plan, Caltrans Mission and Objectives, Inyo County Housing Element, Inyo County Regional Transportation Plan, REAP grant funded efforts within Inyo County, State Planning Priorities, Title VI and Environmental Justice, CTP 2050, and AB 32. As the Regional Transportation Planning Agency (RTPA), ICLTC recognizes it has an important role to play in helping meet California's ambitious greenhouse gas (GHG) emissions reduction targets and supporting the spread of Zero-Emission Vehicles (ZEVs) on California roadways.

Project Stakeholders

Inyo County Local Transportation Commission will be the lead agency for this project and will hire a consultant to complete all aspects of the project, should it be funded. Stakeholders will include but not be limited to:

1. County of Inyo
2. City of Bishop
3. Caltrans
4. Bishop Paiute Tribe
5. Fort Independence
6. Big Pine Paiute Tribe
7. Lone Pine Reservation
8. Timbisha Shoshone Tribe
9. US Forest Service
10. Bureau of Land Management
11. National Park Service
12. Bishop Chamber of Commerce
13. Lone Pine Chamber of Commerce
14. Eastern Sierra Transit Agency
15. City of Los Angeles Department of Water and Power
16. Southern California Edison

17. Inyo County schools
18. Eastern Sierra Small Business Resource Center

Overall Project Objectives

- Develop a plan for expanding and strengthening the public EV charging infrastructure network in Inyo County.
- Enable ICLTC to seek funding and install charging infrastructure on county properties in a timely and effective manner.
- Build a roadmap for Inyo County to efficiently transition their vehicle fleet to ZEVs or low emission vehicles.
- Provide a means to encourage economic investment in rural disadvantaged communities and support vibrant local economies.
- Encourage multimodal transportation by placing an emphasis on EV charging facilities in outdoor public spaces.
- Enhance local understanding of EV technology through outreach and education efforts, encouraging EV adoption in rural areas.
- Reduce GHG emissions and reliance of fossil fuels.

Summary of Project Tasks

Task 01: Project Administration

Inyo County Local Transportation Commission, as the grantee, will hold a kick-off meeting with Caltrans to review grant procedures, project expectations, invoicing, reporting, and all other relevant project information and objectives. ICLTC will be responsible for all quarterly reporting to Caltrans and will manage the project in accordance with the grant guidelines, the grant contract between Caltrans and ICLTC, and local planning regulations.

Task Deliverables
Kick-off meeting with Caltrans - Meeting Notes
Signed grant contract between Caltrans and ICLTC
Refined Scope of Work (if applicable)
Quarterly invoices and progress reports
Final report and invoice

Task 02: Consultant Procurement

ICLTC will procure a consultant to complete the project. ICLTC will circulate a Request for Proposal (RFP) and go through the selection process, using proper competitive procurement procedures as defined in the grant contract and guidelines, Caltrans LAPM, and state and federal requirements.

ICLTC will hold a kick-off meeting with selected Consultant and Team to discuss project schedule and sign a contract. ICLTC will meet with Consultant Team monthly to discuss progress.

Task Deliverables
Request for Proposal/Qualifications
Executed contract between ICLTC and consultant
Amendments to the consultant contract (if applicable)
Monthly meeting minutes

Task 1: Stakeholder Coordination

The Consultant Team will develop and maintain a stakeholder database throughout the duration of the project. This database will include stakeholder name, contact information, as well as the preferred method of contact and potential key concerns and/or areas of project interest. Stakeholders will not only be contacted individually for input, but they will also receive an invitation to participate in the online survey and interactive mapping tool, identified in Task 3: Public Outreach. All input will then be taken into consideration during Plan development.

Task Deliverables
Stakeholder database
Summary of input received from stakeholders

Task 2: Stakeholder Advisory Committee

The Consultant Team will form a Stakeholder Advisory Committee (SAC) that will provide technical expertise and guidance to the Consultant Team throughout the project. Stakeholders will be chosen for the SAC based on technical expertise, professional position, and by using snowball sampling techniques. The SAC will meet with the Consultant Team several times throughout the project:

- An initial kick-off meeting will be held where the Consultant Team will explain the purpose of the SAC and the project process and will solicit initial feedback on aspects of the project that they see as the most important/challenging and next steps.
- A second meeting where the Consultant Team will present findings of existing conditions, summary of the site analysis results, summary of the economic analysis results, and a summary of local public outreach results.
- A final meeting will be held to discuss the Draft Final Report.

Throughout the project, the SAC will be kept updated on project milestones and achievements via regular communication from the Consultant Team.

Task Deliverables
Stakeholder Advisory Committee member list
SAC meeting notes

Task 3: Public Outreach

The Consultant Team will prepare a community engagement plan that will include the following components:

- An online survey, offered in both English and Spanish, that assesses public perception of EV technology, gathers data on present and future EV usage in Inyo County, evaluates potential local impact of project implementation, and provides the opportunity to comment. This survey will be developed on the Survey Monkey platform and will be available via a link and QR code.
- Conduct two workshops, with at least one virtual workshop being held outside of standard working during the evening or the weekend. The SAC will assist the Consultant Team in choosing in-person workshop locations, with preference being given to unincorporated disadvantaged communities on a state or county highway. Exhibits and paper surveys will be created for these workshops and a box for anonymous comments/input will be provided.
- GIS will be used to create an interactive mapping tool, where community members can identify their preferred or high priority options for charging facility locations and provide comments. Consultant Team will team up with community organizations, schools, agencies, and public utility providers to encourage public engagement with this mapping tool.
- Once siting analysis has been completed, property owners of recommended EV charging facility sites will be contacted to be made aware of the recommendation. Property owners will be provided with information on the Plan, and the process of funding, permitting, and installation.

The community will also be able to provide feedback when the project is presented to Councils, Commissions, and Boards.

Task Deliverables
Community Survey questions (both in English and Spanish), link, and QR code
Workshop dates, locations, and sign in sheets
Link to interactive GIS map tool
Presentation Materials for in-person and virtual workshops

Task 4: Existing Conditions

Consultant Team will evaluate existing conditions in Inyo County and the region. This will include:

- Review of the Inyo County RTP, General Plan, and zoning/permitting regulations with respect to EV charging stations.
- Review of the City of Bishop General Plan and zoning/permitting regulations with respect to EV charging stations.
- Review of the State of California Governor's Office of Planning and Research Zero-Emission Vehicles in California: Community Readiness Guidebook.
- Review completed or in-progress studies being conducted by Caltrans regarding EV infrastructure along the US 395 corridor.
- Analysis of the most recent demographic and economic statistics available from American Community Survey, Longitudinal Employer-Household Dynamics dataset, and human service agencies and state agencies.
- Identification and location of communities and neighborhoods that qualify as disadvantaged, including federally recognized tribes.
- Location of existing public EV charging infrastructure in the County and the region, specifying type and distance from 3 closest chargers.
- Analysis of most recently available traffic patterns and volumes for both residents and visitors.
- Use data for key destinations of interest, such as parks, and campgrounds.
- Description of types of EV charging units and associated electricity requirements

Task Deliverables
Summary of Existing Conditions
Figures of traffic data, use data, and demographic and economic data

Task 5: Siting Analysis

The objective of this task will be to conduct an initial feasibility analysis to identify sites for potential EV charging facility locations within geographic Inyo County which will enable EV travel within and through Inyo County. The Consultant Team will rank potential site locations based on the following:

- Traffic volumes and travel patterns to/from the location.
- Community population served by the site.
- Proposed housing or residential developments nearby
- Connections to tourism (national parks, county parks, hiking trails).
- Distance to regional EV charging locations.
- Public input, as provided through the online survey and workshops.
- Stakeholder input and SAC initial input.
- A multimodal service area assessment, that identifies transit stops, housing units, disadvantaged communities and businesses within biking, walking, and transit distance for each potential charging location.

A feasibility assessment that evaluates electric grid network needs, permitting requirements and identifies responsible entities/jurisdictions for each potential charging location will also

be conducted. The Consultant Team will compile a summary table listing proposed charging locations, landowner, number and type of EV chargers recommended, key destinations nearby, grid feasibility, and other important benefits and disadvantages of the site. In conjunction with the summary table, the Consultant Team will produce a comprehensive map displaying each recommended EV charging location categorized by priority.

County-Operated Property (COP) Siting Analysis

Consultant Team will conduct a more in-depth evaluation of properties owned or leased and operated by the County of Inyo, such as parks, campgrounds, parking lots, and offices, as potential public EV charging facility locations, as these locations will likely be more feasible for the county to implement quickly. Analysis will include the following:

- Data collection on facility usage at peak times, utilizing traffic counts and counters at key locations.
- How COPs fit into the regional EV charging network discussed in the Siting Analysis.
- Parking spaces available and current usage of existing parking spaces.
- Assessment of existing EV infrastructure demand through in-person user surveys.
- Opportunities for E-bike and scooter charging on site
- Calculation of future infrastructure demand at these facilities based off collected data and state forecast models for EV growth.
- Evaluation of interactive mapping tool described in Task 3 to integrate public input.
- Need and feasibility of additional features such as more parking, lighting or ADA accessibility.
- Need for electrical grid upgrades or additional electrical engineering work.

This task will lead to a recommendation for the County of Inyo as to which COPs make the most sense for high priority EV charging stations.

Task Deliverables
Summary and Findings of Siting Analysis
Map and ranking of high priority locations by the public input process
Map and list of COP site ranking
Map and summary of multimodal service area assessment
Summary of feasibility assessment results
Composite score ranking of EV charging facility sites

Task 6: Infrastructure Analysis

Consultant Team will work closely with Los Angeles Department of Water and Power and Southern California Edison, as the two major electricity providers to the region, to assess the ability of the electric grid to tolerate project implementation. This analysis will consider the following:

- Current capacity of the electric grid for additional EV chargers, including specific numbers and types.
- Future potential capacity of the electric grid, considering any proposed upgrades/capital improvements to grid.
- Peak demand and off-peak demand for current and future grid capacity to handle EV chargers.
- Capacity of electric grid to support hydrogen fueling infrastructure, such as fueling stations and/or production plant.

Task Deliverables
Summary and Findings of Infrastructure Analysis

Task 7: County Fleet Transition Analysis

As part of this study, the Consultant Team will evaluate the needs and barriers to transitioning the Inyo County vehicle fleet to ZEVs or low emission vehicles by:

- Compiling complete data on the current Inyo County vehicle fleet, including size, types, usage/purpose, average annual mileage and fuel demands.
- Reviewing the existing replacement schedule for vehicle fleet.
- Evaluating the feasibility of the existing maintenance facility to support new charging infrastructure.
- Providing a high-level cost/benefit analysis of pursuing hydrogen fueling for the County fleet.
- Developing a timeline for transition that complements the existing vehicle replacement schedule and provides a roadmap for the pursuit of funding.

Task 7 will result in the delivery of a separate memorandum.

Task Deliverables
Summary of existing County vehicle fleet
Cost/benefit analysis of hydrogen
Detailed timeline for transition

Task 8: Economic Analysis

Consultant Team will conduct an economic analysis, weighing both the financial benefits and costs of overall project implementation. This analysis will:

- Evaluate the financial investment required for project implementation, analyzing cost of installation at each potential site, including estimated cost of charging units, site improvements (additional parking, signage, ADA accessibility etc.), E-bike charging and electric grid upgrades required.
- Evaluate economic benefits of implementation and the economic cost of not implementing the plan by looking at revenue gained/lost for businesses in Inyo County due to implementation/failure to implement project.

- Analyze the most recent population and economic forecasts available from the Department of Finance, Department of Energy, and Department of Transportation to quantify future EV demand.
- Discuss potential revenue gained through EV charging fees.
- Discuss on-going maintenance costs for EV charging locations, including who would be responsible and if charging fees would be sufficient to cover these costs.
- Evaluate potential grant funding sources available for project implementation, including grant description, application guidelines and requirements, and amount available.

Task Deliverables
Summary and Findings of Economic Analysis
Cost Benefit Analysis of Plan Implementation
List of funding sources for Plan Implementation

Task 9: Implementation Plan

The Consultant Team will prepare an implementation plan that consists of the following:

- Preferred timeline for implementation of EV charging stations beginning with high priority (top ranked) locations.
- Specific timelines for grant funding opportunities, including application deadlines.
- Clearly defined jurisdictional and agency responsibilities and opportunities for successful project completion.
- Timeline and guide to permitting process for installation of chargers within each jurisdiction.
- Guide for additional electrical engineering analysis required to implement EV charging stations.
- An outreach/education plan for post-installation that will include the notification of all applicable agencies and databases of new EV chargers, an outreach campaign that will notify the public of new chargers through county and local government websites, news outlets, and social media, and an education campaign aimed at raising awareness of EV technology within disadvantaged Inyo County local communities that will include a hands-on component and an online teaching component.
- Coordination with landowners where high priority EV charging stations have been identified on private property.

Task Deliverables
Implementation Plan
Outreach/Education Plan

Task 10: Draft and Final Plan

The Consultant Team will prepare and present to ICLTC, the SAC, stakeholders, and the public a draft plan. Consultant Team will then work to incorporate or address any comments received on the Draft Plan into the Final Plan.

The Final Plan will acknowledge this grant program as its funding source and thank all contributing agencies and stakeholders for their input.

Task Deliverables
Draft Inyo County EV Charging Infrastructure Network Plan
Response to comments received on Draft Plan
Final Inyo County EV Charging Infrastructure Network Plan

Task 11: Board Review/Approval

Consultant will present the Final Plan to the Inyo County Board of Supervisors for approval.

Task Deliverables
PDF of the final EV Charging Infrastructure Network Plan
Presentation material for Board presentation
Board meeting minutes

Cost and Schedule Checklist

The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Cost and Schedule Checklist	
(✓) Ensure these items are completed prior to submitting to Caltrans	
x	Use the Fiscal Year 2023-24 template provided (do not alter the template)
x	List all tasks with the same title as stated in the Scope of Work
x	Include task numbers in proper sequencing, consistent with the Scope of Work
x	Exclude sub-task numbers and sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none"> • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
x	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided
x	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category
x	Include a grant amount for each Task (excluding Tasks 01 and 02)
x	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
x	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2023-24 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
x	Include a best estimate of the amount of time needed to complete each task
x	State a realistic total cost for each task based on the work that will be completed
x	Use only whole dollars in the financial information fields. No rounding up or down and no cents.
x	Start the timeframe at the beginning of the grant period (July 2023 for MPO/RTPAs; November 2023 for non-MPO/RTPAs)
x	Extend the timeframe to the end of the grant period (Project end dates differ based on applicant type (MPO/RTPA or non-MPO/RTPA) and type of funds (State or federal) (See Grant Application Guide, Chapter 9.2, for more details)

California Department of Transportation
Sustainable Transportation Planning Grant Program
COST AND SCHEDULE

Grant Category	Sustainable Communities Competitive Technical
Grant Fiscal Year	FY 2023-24
Project Title	Inyo County Electric Vehicle Charging Infrastructure Network Plan
Organization (Legal name)	Inyo County Local Transportation Commission
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

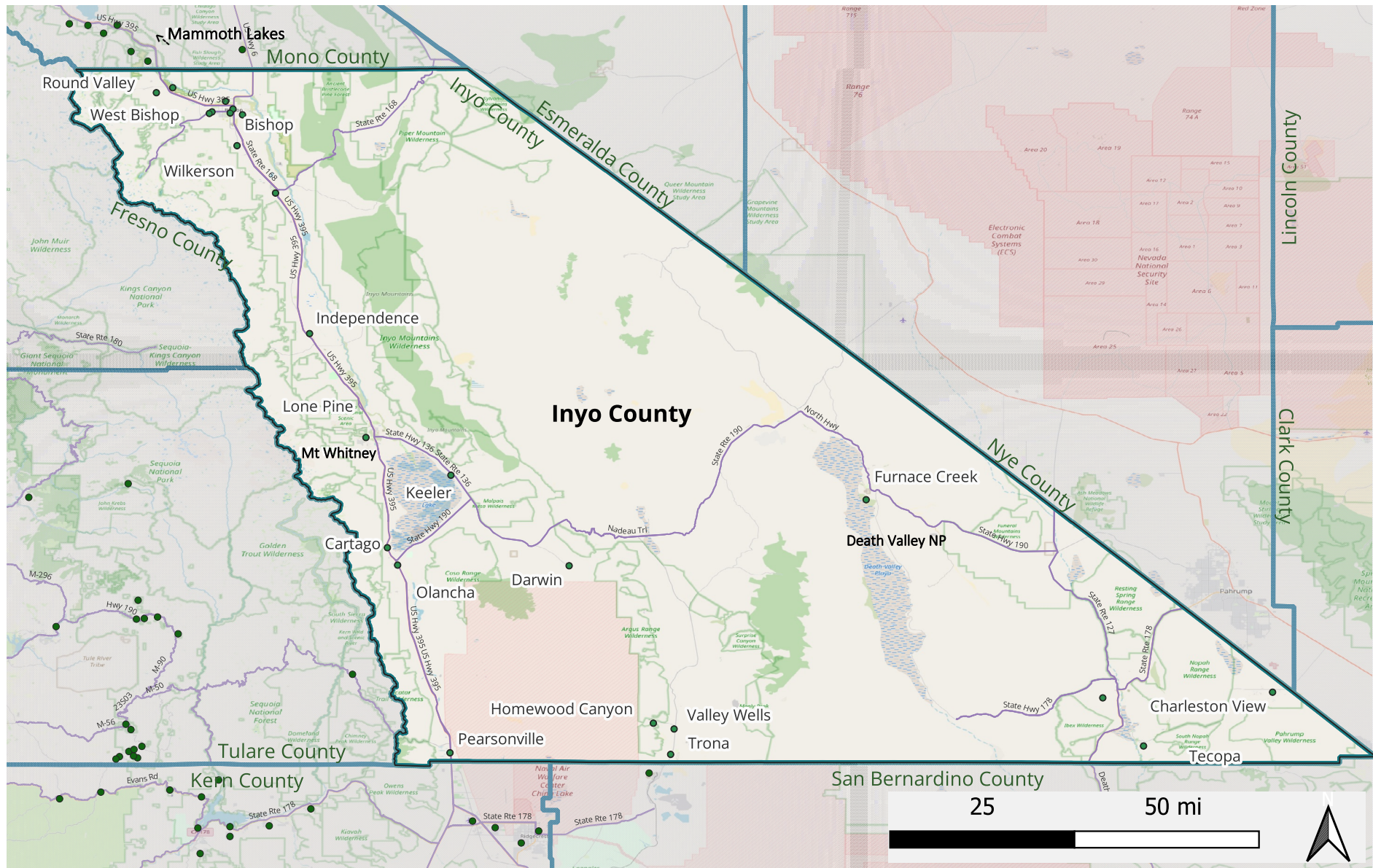
[illegible]

Appendix A

Figure 1. Project Area: Inyo County

US Census Bureau QuickFacts

Figure 1
Project Area: Inyo County



Data Source: US Census 2023

QuickFacts Inyo County, California

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

[What's New & FAQs](#)
 Enter state, county, city, town, or zip code

-- Select a fact --

CLEAR

TABLE

MAP

CHART

DASHBOARD

MORE

Table

All Topics	Inyo County, California
Population, Census, April 1, 2020	19,016
PEOPLE	
Population	
Population Estimates, July 1 2022, (V2022)	NA
Population Estimates, July 1 2021, (V2021)	18,970
Population estimates base, April 1, 2020, (V2022)	NA
Population estimates base, April 1, 2020, (V2021)	19,016
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)	NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	-0.2%
Population, Census, April 1, 2020	19,016
Population, Census, April 1, 2010	18,546
Age and Sex	
Persons under 5 years, percent	5.2%
Persons under 18 years, percent	20.9%
Persons 65 years and over, percent	24.1%
Female persons, percent	49.6%
Race and Hispanic Origin	
White alone, percent	79.2%
Black or African American alone, percent (a)	1.2%

Appendix B

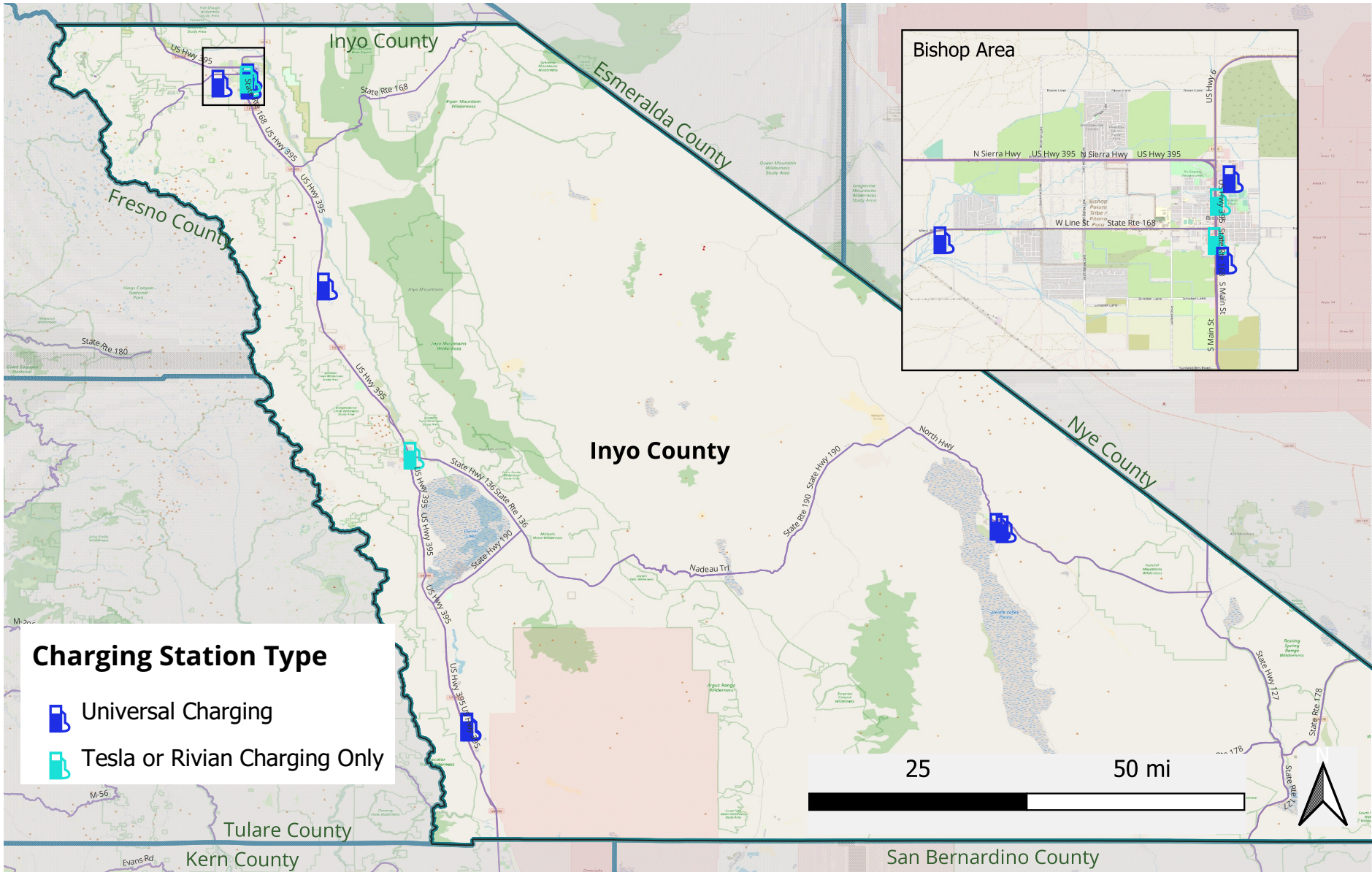
Figure 2. Existing Inyo County Public EV Charging Locations

Figure 3. Alternative Fuel Corridors

State of CA Energy Commission Inyo County ZEV Visualization

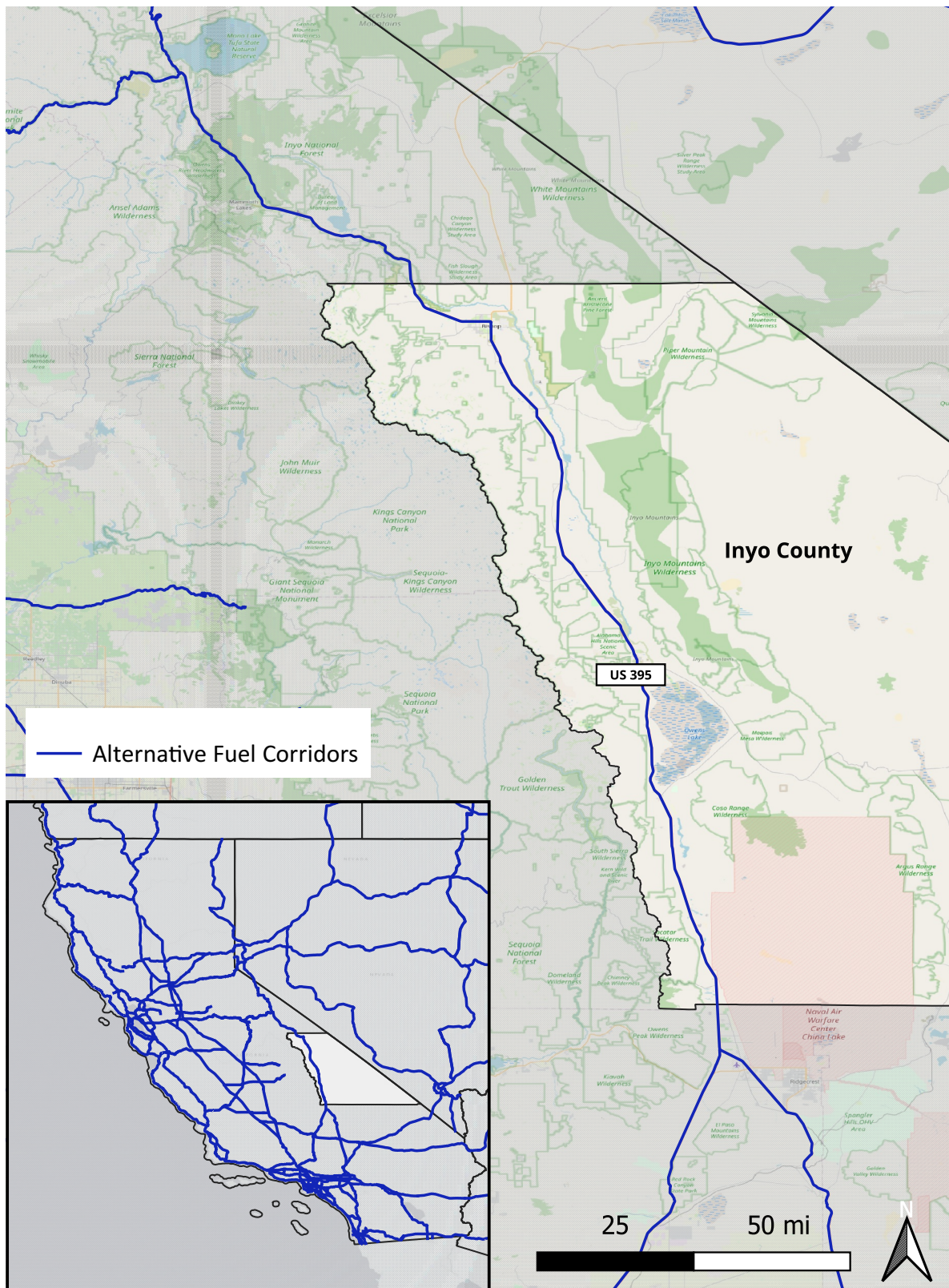
State of CA Energy Commission California ZEV Visualization

Figure 2
Existing Inyo County Public EV Charging Locations



Data Source: US Department of Energy 2023

Figure 3
Alternative Fuel Corridors



Source: US DOT 2022

ZEV POPULATION

Total Light-Duty Vehicles end of 2021

124

Battery Electric (BEV)

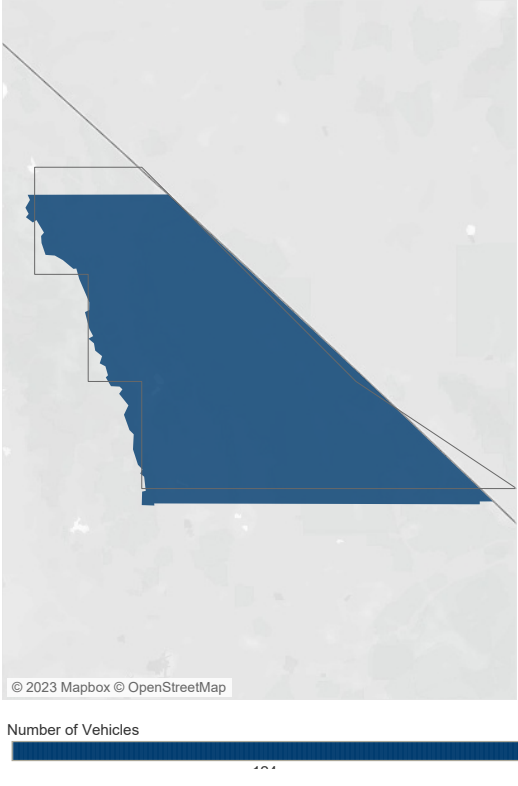
0.344%

70

Plug-in Hybrid (PHEV)

0.265%

54



NON-ZEV POPULATION

Total Light-Duty Vehicles end of 2021

20,251

Diesel

6.537%

1,332

Flex Fuel

4.982%

1,015

Gasoline

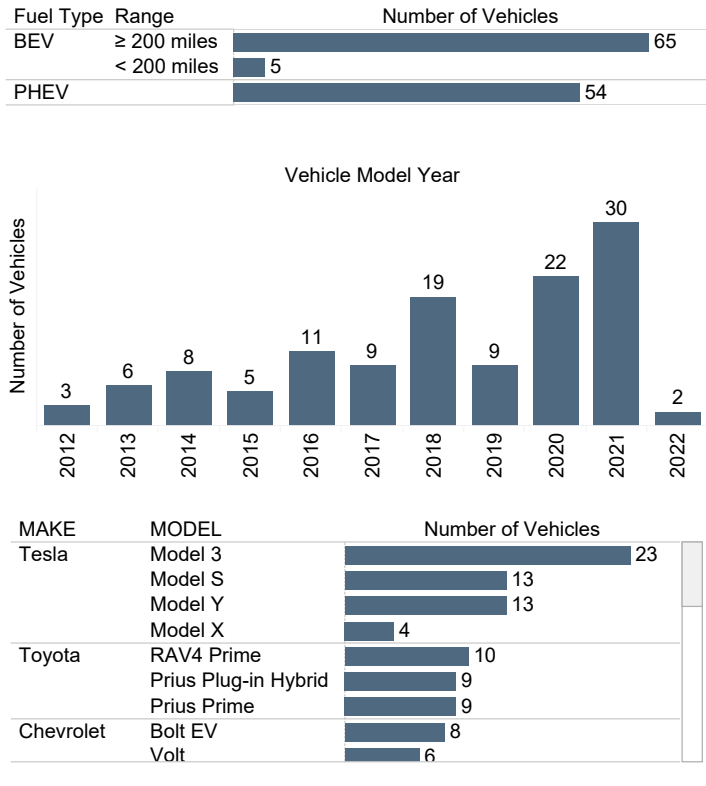
85.487%

17,418

Gasoline Hybrid

2.385%

486



SELECT FILTERS

Year

2021

Map Filter

County

County

Inyo

Fuel Type

All

Make

All

For additional information about the data and how to cite this visualization, see the [dashboard](#).

ZEV POPULATION

Total Light-Duty Vehicles end of 2021

837,887

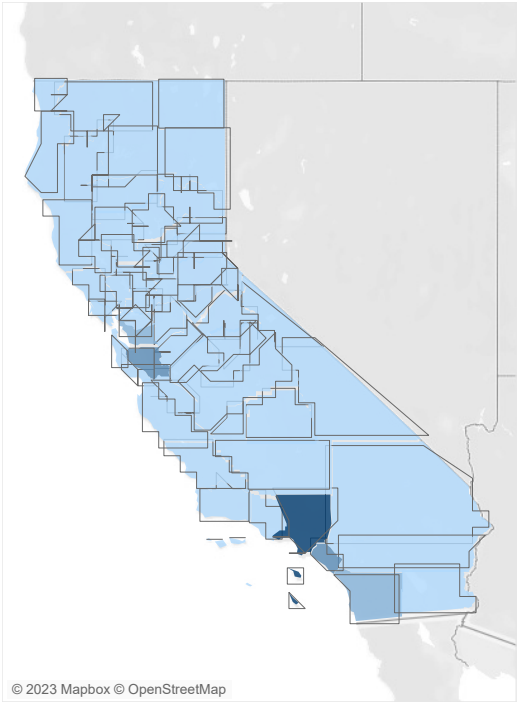
Battery Electric (BEV)	Plug-in Hybrid (PHEV)	Fuel Cell (FCEV)
1.745%	1.020%	0.034%
522,445	305,315	10,127

NON-ZEV POPULATION

Total Light-Duty Vehicles end of 2021

29,104,630

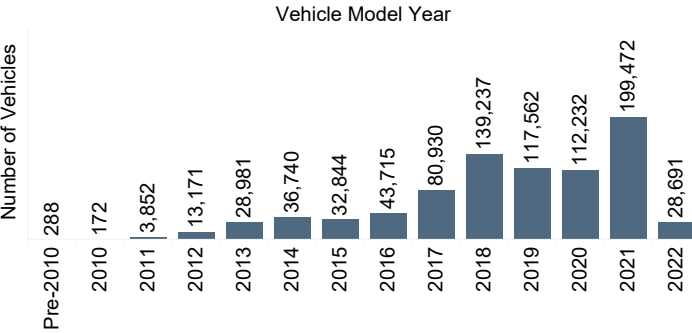
Diesel	Flex Fuel	Gasoline	Gasoline Hybrid	Natural Gas	Propane
1.971%	4.038%	86.828%	4.336%	0.028%	0.000%
590,216	1,208,970	25,998,618	1,298,275	8,461	90



© 2023 Mapbox © OpenStreetMap



Fuel Type	Range	Number of Vehicles
BEV	≥ 200 miles	452,200
	< 200 miles	70,245
PHEV		305,315
FCEV		10,127



MAKE	MODEL	Number of Vehicles
Tesla	Model 3	197,125
	Model Y	81,838
	Model S	65,118
	Model X	33,483
	Roadster	450
Toyota	Prius Prime	53,131
	Prius Plug-in Hybrid	23,654
	RAV4 Prime	9,023
	Mirai	8,391

SELECT FILTERS

Year
2021

Map Filter
County

County
All

Fuel Type
All

Make
All



For additional information about the data and how to cite this visualization, see the [dashboard](#).

Appendix C

Table C1. Inyo County Traffic Counts

Table C2. 2022 Diaz Lake Campground Visitor Data

Table C3. County-owned Parks and Campgrounds

TABLE C1: Inyo County Traffic Counts

Location ⁽¹⁾	Dates	Average Daily Traffic Count
Dehy Park	Feb 7-14, 2023	24
	Feb 11-12, 2023	21
Spainhower Park	Feb 7-14, 2023	142
	Feb 11-12, 2023	127
Diaz Lake Campground	Feb 7-14, 2023	148
	Feb 11-12, 2023	187
<p><i>Note 1: Locations are county-owned facilities.</i></p> <p><i>Source: Inyo County Department of Parks and Recreation, 2023</i></p>		

TABLE C2: 2022 Diaz Lake Campground Visitor Data

Month	Visitors	Campsites In Use
January	143	48
February	337	112
March	1,142	381
April	1,918	639
May	2,861	954
June	2,658	886
July	3,999	1333
August	1,925	642
September	2,462	821
October	1,104	368
November	581	194
December	124	41

Source: Inyo County Department of Parks and Recreation, 2023

TABLE C3: County-owned Parks and Campgrounds

Name	Type	Location
Tecopa Hot Springs	Campground	Tecopa
Diaz Lake	Campground	Lone Pine
Brown's Town	Campground	Bishop
Pleasant Valley	Campground	Bishop
Glacier View	Campground	Big Pine
Baker Creek	Campground	Big Pine
Independence	Campground	Independence
Portagee Joe	Campground	Lone Pine
Millpond Recreation Area	Campground	Round Valley
Tinnemaha	Campground	Birch Creek
Taboose	Campground	Aberdeen
Izaak Walton	Park	Bishop
Millpond Recreation Area	Park	Bishop
Independence	Park	Independence
Mendenhall	Park	Big Pine
Dehy	Park	Independence
Spainhower	Park	Lone Pine
Johnson Field	Park	Independence
Starlight	Park	Bishop

Source: Inyo County, 2023

Appendix D

Table D1. County of Inyo Vehicle Fleet

Table D2. Storage Locations of County of Inyo Fleet Vehicles

TABLE D1: County of Inyo Fleet Vehicles

Vehicle Description	Type	Number in Fleet
Dump Truck	Heavy Duty	20
Large Pickup Truck	Heavy Duty	47
Plow Truck	Heavy Duty	3
Tank Truck	Heavy Duty	2
Misc Large Truck	Heavy Duty	10
Bus	Heavy Duty	1
Van	Light/Medium Duty	16
Small Pickup Truck	Light/Medium Duty	70
SUV	Light Duty	118
Car/Sedan	Light Duty	23
Total Fleet Vehicles		310

Source: Inyo County, 2023

TABLE D2: Storage Locations of County of Inyo Fleet Vehicles

Facility	Location
Quilter Consolidated Office Building	Bishop
3rd Street Yard	Bishop
3236 W Line St	Bishop
Mazourka Cyn Rd	Independence
Inyo County Jail	Independence
Inyo County Courthouse/Annex	Independence
150 Dewey St	Big Pine
162 N Lone Pine Ave	Lone Pine
303 S Highway 127	Shoshone
<i>Source: Inyo County, 2023</i>	

Appendix E

Letters of Support



BUILDING A STRONGER L.A.

Karen Bass, Mayor

Board of Commissioners
Cynthia McClain-Hill, President
Cynthia M. Ruiz, Vice President

Mia Lehrer

Nicole Neeman Brady

Nurit Katz

Chante L. Mitchell, Secretary

Martin L. Adams, General Manager and Chief Engineer

February 13, 2023

Mr. Michael Errante
Executive Director
Local Transportation Commission
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Errante:

Subject: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

On behalf of the Los Angeles Department of Water and Power (LADWP), I would like to express support for the Inyo County Sustainable Transportation Planning Grant Application to develop a plan for expanding coordinated EV charging infrastructure in Inyo County (County).

LADWP continues to play an active role with partner agencies and organizations to promote transportation electrification. To support clean energy goals, LADWP is committed to promoting and improving access to electric vehicles and charging stations and has continued to focus on improving access to EV charging stations in disadvantaged communities. LADWP has various operational facilities in the County and fully supports the effort to secure funding that will lead to the expansion of EV infrastructure in this rural community.

The development of an EV charging infrastructure network plan would provide a guide for smart installation of charging stations throughout the County. Having a more complete network of charging facilities and having a plan to guide that will support vital investment in the County's rural local economy and will help achieve statewide targets for green house gas reductions. This Plan will encourage efficient use of financial resources and equity in charging facility placement.

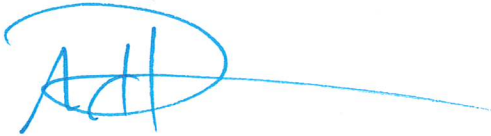
Mr. Michael Errante

Page 2

February 13, 2023

As a member of the community and a part of the LADWP, I strongly support the County's effort to secure grant funding to coordinate the planning effort around EV charging throughout the County.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Adam', with a large, sweeping horizontal stroke extending to the right.

Adam Perez
Manager of Aqueduct

c: Ms. Jennifer Roeser, Inyo County Board of Supervisors
Mr. Nate Greenberg, County Administrative Officer, County of Inyo
Mr. Jeff Griffiths, Inyo County Board of Supervisors



120 South Main Street • P.O. Box 749 • Lone Pine, CA 93545

02/08/2023

Michael Errante
Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Dear Mr. Errante,

The Lone Pine Chamber of Commerce would like to express its support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Grant Application to develop a plan for expanding coordinated EV charging infrastructure in the County.

The development of an EV charging infrastructure network plan would provide a guide for smart installation of charging stations throughout the County. Having a more complete network of charging facilities and having a plan to guide that will support vital investment in our rural local economy and will help achieve statewide targets for GHG reductions. This Plan will encourage efficient use of financial resources and equity in charging facility placement.

Lone Pine is situated at the Gateway to Death Valley and Mt. Whitney, and the Lone Pine Chamber of Commerce recognizes the need for EV charging infrastructure in and around Lone Pine for locals and tourists alike, as the market for EV steadily expands. The Lone Pine Chamber of Commerce strongly supports The ICLTC's efforts to secure grant funding to coordinate the planning efforts around EV charging in Lone Pine and throughout the County of Inyo.

Sincerely,

Angelica Mora Rodriguez

Executive Director

Lone Pine Chamber of Commerce



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • MATT KINGSLEY

NATE GREENBERG
COUNTY ADMINISTRATIVE OFFICER

DARCY ELLIS
ASST. CLERK OF THE BOARD



February 28, 2023

Michael Errante, Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

The Inyo County Board of Supervisors would like to express their support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Grant Application to develop a plan for expanding coordinated EV charging infrastructure in the County.

The development of an EV charging infrastructure network plan would provide a guide for smart installation of charging stations throughout the County. Having a viable network of charging facilities and having a plan to guide that will support vital investment in our rural local economy and will help achieve statewide targets for GHG reductions. This Plan will encourage efficient use of financial resources and equity in charging facility placement.

The plan will improve public access and enhance equity by proactively collaborating with landowners and utilities to identify suitable placement for EV charging. In addition, the Inyo County Board of Supervisors oversees numerous facilities, including County buildings, campgrounds and parks that can provide ideal charging locations to augment existing EV charging expansion efforts, and fill in 'gaps' as electric vehicle adoption steadily climbs. Increasing access to the visiting public to EV charging infrastructure where they camp and recreate will enhance the quality and the range of the visitors' experience in Inyo County. Inyo County is committed to meeting California's GHG targets, and to that end, this planning grant would generate a roadmap to convert County fleets from gas powered to ZEV.

The Inyo County Board of Supervisors strongly supports The ICLTC's efforts to secure grant funding to coordinate the planning efforts around EV charging in throughout the County of Inyo.

Sincerely,

Jennifer Roeser, Chairperson
Inyo County Board of Supervisors

Parks and Recreation
Michael Errante, Public Works Director
John Pinckney, Assistant Director
Chris Cox, Deputy Director, Parks



TEL. (760) 878-0201
FAX. (760) 878-2001
E-MAIL: ccox@inyocounty.us

COUNTY OF INYO
Public Works
PO Drawer Q, 168 N. Edwards St.
Independence, California 93526

02/08/2023

Michael Errante
Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

The Inyo County Parks and Recreation Division of the Department of Public Works would like to express their support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Grant Application to develop a plan for expanding coordinated EV charging infrastructure in the County.

The development of an EV charging infrastructure network plan would provide a guide for smart installation of charging stations throughout the County. Having a more complete network of charging facilities and having a plan to guide that will support vital investment in our rural local economy and will help achieve statewide targets for GHG reductions. This Plan will encourage efficient use of financial resources and equity in charging facility placement.

The Inyo County Parks and Recreation Division manages numerous facilities, including campgrounds and parks that can provide ideal charging locations to augment existing EV charging expansion efforts. Providing access to the visiting public to EV charging infrastructure where they camp and recreate will enhance the quality and potentially the range of the

visitors' experience in Inyo County. The Inyo County Parks and Recreation Division strongly supports The ICLTC's efforts to secure grant funding to coordinate the planning efforts around EV charging throughout the County of Inyo.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Cox", is positioned above a horizontal line.

Chris Cox, Deputy Director
Inyo County Parks and Recreation Department



February 21, 2023

Michael Errante
Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

The Bishop Chamber of Commerce would like to express support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Grant Application to develop a plan for expanding coordinated EV charging infrastructure within the City of Bishop and throughout Inyo County.

The development of an EV charging infrastructure network plan would provide a guide for smart installation of charging stations throughout the region. Having a more complete network of charging facilities and having a plan to guide that will support vital investment in our rural local economy and will help achieve statewide targets for GHG reductions. This Plan will encourage efficient use of financial resources and equity in charging facility placement.

Bishop is known as the "Small Town with a Big Back Yard" and is a gateway to countless world class destinations in the Eastern Sierra including, the Volcanic Tablelands, Bishop Creek Canyon, Buttermilk Recreation Area, Ancient Bristlecone Pine Forest, Death Valley, and Mt. Whitney. These awe-inspiring locations attract visitors from around the world for hiking, climbing, fishing, photography, biking and sightseeing. The Bishop Chamber of Commerce recognizes the need for EV charging infrastructure in and around the City for locals and tourists alike, as the market for EV steadily expands.

The Bishop Chamber of Commerce strongly supports The ICLTC's efforts to secure grant funding to coordinate the planning efforts around EV charging in the City of Bishop and throughout the County of Inyo.

Sincerely,

Tawni Thomson
Executive Director, Bishop Chamber of Commerce and Information Center