

Title	County of Inyo	06/18/2024
	by Acadia Davis in 2025 ATP Medium Infrastructure Application	id. 46796425
	acadia@lsctrans.com	

Original Submission	06/18/2024
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Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	County of Inyo
Implementing Agency's LOCODE	5948, Inyo County
Implementing Agency's Address	PO Drawer Q Independence CA 93526 US 36.80242 -118.19963
Implementing Agency's Primary Contact Person	Michael Errante
Primary Contact Person's Title	Director, Department of Public Works
Primary Contact Person's Phone Number	+17608780201
Primary Contact Person's Email Address	merrante@inyocounty.us
Implementing Agency's Secondary Contact Person	Justine Kokx
Secondary Contact Person's Title	Transportation Planner

Secondary Contact +17608760074
Person's Phone
Number

Secondary Contact jkokx@inyocounty.us
Person's Email
Address

Does the Yes
implementing agency
currently have a
Master Agreement
with Caltrans?

Implementing 74A0790
Agency's Federal
Caltrans Master
Agreement Number

Implementing
Agency's State
Caltrans Master
Agreement Number

Does this project No
have a Project
Partnering Agency?

Part A2: General Project Information

Project Name: Connecting Tecopa: Bicycle and Pedestrian Safety Corridor

Summary of Project Scope: Connecting Tecopa: Bicycle and Pedestrian Safety Corridor creates a complete and safe 2.9-mile active transportation corridor between and through the rural, disadvantaged communities of Tecopa and Tecopa Hot Springs. The Tecopa area is classified as disadvantaged by income, located within a block group with a median household income of \$55,417. Tecopa is also located within a census tract with a Healthy Place Index score significantly below Inyo County. Both communities do not have access to safe drinking water due to unsafe arsenic and fluoride levels and many are forced to rely on bottled drinking water. County-maintained Old Spanish Trail Highway and Tecopa Hot Springs Road serve as the main streets (and only paved roads) of Tecopa and Tecopa Hot Springs, respectively. Active transportation facilities are limited to inadequate bike lanes along Tecopa Hot Springs Road where the posted speed limit is 55 miles per hour and crosswalks in Tecopa Hot Springs. Residents bike and walk along the dirt shoulder of roadways and cross at unmarked crossings in the community cores.

This project connects the communities of Tecopa (extending to Downey Rd and Tecopa Heights) and Tecopa Hot Springs with a separated shared-use path, constructs bike lanes and sidewalks within the community cores, improves pedestrian and bicyclist safety with high-visibility raised crossings, traffic calming measures and refuge islands, and redesigns “The Triangle” intersection between Old Spanish Trail Highway and Tecopa Hot Springs Road.

This project enables residents and visitors alike to safely access community destinations, including a community center, post office, library, place of worship, businesses, restaurants, parks, trailheads, campgrounds and RV parks. The Project improves safe access to the Tecopa Water Kiosk, located in Tecopa Heights. Overall, the Project represents significant community-designed investment in active transportation safety, equity, and access for the Tecopa community.

Summary of Outcomes/Outputs:	Construct 2.9 miles class I path, 7,720 feet Class II bike lanes, 6,000 feet sidewalks, 9 new crosswalks, 4 enhanced crosswalks, 5 pedestrian refuges, 450 feet roadway realignment, 4 gateway monuments.
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Federal Transportation Improvement Program (FTIP) Project Description:	PA&ED, PS&E, R/W and CON. Construct Class I path, Class II bike lanes, sidewalks, crosswalks, pedestrian refuges, traffic calming. Install gateway monuments. Realign road segment.
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Project Location:	Town of Tecopa. Old Spanish Trail Hwy from 200 ft west of “Triangle” to Downey Rd. Tecopa Hot Springs Rd from intersection with Old Spanish Trail Hwy to 600 ft north of Elias Way.
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Attach a project location map

[Location_Map_set.pdf](#)

List all cities that the project will affect. All cities must be located within the State of California.

[Cities.xlsx](#)

Infrastructure Project 35.848593
Coordinates -
Latitude

Infrastructure Project -116.226345
Coordinates -
Longitude

Is this project located No
within 500 feet of a
freeway or roadway
with a traffic volume
over 125,000 annual
average daily traffic
(AADT)?

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2010 Census Tracts.xlsx](#)

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

[2020 Census Tracts.xlsx](#)

Caltrans District: 9

Congressional 8
Districts (Select all
that apply):

State Senate 4
Districts (Select all
that apply):

State Assembly 8
Districts (Select all
that apply):

County Inyo

Metropolitan Planning Caltrans
Organization (MPO)

Regional Inyo CAG
Transportation
Planning Agency
(RTPA)

Urbanized Zone Area Project is located outside of one of the large MPOs in UZA with pop
(UZA) Population: <=5,000

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	No
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Part A3: Project Type

Select the plans your agency currently has (select all that apply):	Bicycle Plan Active Transportation Plan Pedestrian Plan
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Is the proposed project in a current plan?	Yes
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Select project sub-types (select all that apply):	Safe Routes for Seniors Pedestrian Transportation Bicycle Transportation
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Bicycle Transportation - % of Project	60.0
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Pedestrian Transportation - % of Project	40.0
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Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:	Vehicular-Roadway Traffic-Calming Improvements Multi-Use Trail Improvements (including bridges and undercrossings) Crossing & Intersection Improvements Other Amenities (e.g., benches, shade trees, wayfinding, etc.) Pedestrian Improvements Bicycle Improvements
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Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

Bicycle Improvements

What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?

100.0

Please complete the table below:

[Bicycle Improvements.xlsx](#)

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?

95.0

Please complete the table below:

[Pedestrian Improvements.xlsx](#)

Multi-Use Trail Improvements

Please complete the table below:

[MU Improvements.xlsx](#)

Crossing and Intersection Improvements

Please complete the table below:

[Crossing Improvements.xlsx](#)

Other Amenities

Please complete the table below:

[Other Amenities.xlsx](#)

Vehicular-Roadway Traffic-Calming Improvements

Please complete the table below:

Traffic Calming.xlsx

	Right-of-Way (R/W) Impacts
Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?	No
Select all that apply:	Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.
	Project will require R/W or easements from governmental agencies (excluding Caltrans) or railroad companies: Note: See application instructions for more details on the required coordination and documentation from these agencies.
Attach a letter of support or neutrality from each separate agency. Combine all letters in one attachment:	
InyoCounty_ATP_Grant_LON.pdf	
Number of additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts?	18.0
Has the project schedule been developed to account for this time?	Yes

Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

Will ATP funds be used in the PA&ED phase of the project?

Yes

Proposed CTC PA&ED allocation date:

7/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

9/1/2025

Expected or past start date for PA&ED activities:

9/2/2025

Number of months to complete CEQA and NEPA studies and approval:

16.0

Expected or past completion date for the PA&ED phase:

1/4/2027

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project?

Yes

Proposed CTC PS&E allocation date:

1/5/2027

Notice to Proceed with Federally Reimbursable ATP Work:

3/5/2027

Expected or Past Start Date for PS&E Activities:

3/8/2027

Number of months to complete PS&E:

16.0

Expected or past completion date for the PS&E phase:

7/10/2028

Right-of-Way (R/W) Project Delivery Phase:

Will ATP funds be used in the R/W phase of the project?

Yes

Proposed CTC R/W allocation date:

1/5/2027

Notice to Proceed with Federally Reimbursable ATP Work:

3/5/2027

Expected or past start date for R/W activities:

3/8/2027

Number of months to complete the R/W engineering, acquisition, and utilities:

16.0

Expected or past completion date for the R/W phase:

7/10/2028

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project?

Yes

Proposed CTC CON Allocation Date:

7/11/2028

Notice to Proceed with Federally Reimbursable ATP Work:

9/11/2028

Expected start date for construction activities:

9/12/2028

Number of months needed to complete construction activities:

16.0

Expected completion date for the CON phase:

1/14/2030

Part A6: Project Funding

Total Project Cost

9877.0

Total ATP Request

7802.0

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding?

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[exhibit-25i-ppr_6_17_v2.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[RTP_exerpt.pdf](#)

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[DAC_map_set_v2.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

Median Household Income (MHI)

Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey (<\$73,524). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the United States Census Bureau Website.

Median Household Income (MHI)

[MHI.xlsx](#)

Lowest median household income from table above:

\$55,417

MHI for census tract(s) that the project benefits (cell B38 in table above):

55,417

Please attach copies of Tables B19013 and B01003 for all census tracts listed above. Attach all pages as one PDF.

[B19013_and_B01003.pdf](#)

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor (Project) meets an important need for a severely disadvantaged rural community by creating a continuous safe 2.9-mile active transportation corridor, linking Tecopa and Tecopa Hot Springs and providing access to key community destinations, including essential services, businesses, community centers, lodging, and parks. For disadvantaged residents of Tecopa (a Census Designated Place including geographically distinct communities of Tecopa and Tecopa Hot Springs), safe active transportation facilities are severely lacking. Facilities are limited to Class II bike lanes on Tecopa Hot Springs Road and striped crosswalks in Tecopa Hot Springs. No sidewalks exist in the project area.

The communities of Tecopa and Tecopa Hot Springs are geographically distinct, yet connected by a single paved roadway and share an integrated economy, social services (such as post office and library), community center, church, and recreation. It is common to see pedestrians and bicyclists walking and riding along the dirt shoulders of roadways, in the travel lane, and in the narrow bike lanes on Tecopa Hot Springs Road where the posted speed limit is 55 miles per hour (MPH), as there is no other option. Non-motorized users are regularly forced to come in close contact with vehicles traveling at or above the posted speed limit. Speeding is a top concern among residents: on both Old Spanish Trail Hwy and Tecopa Hot Springs Road, speed limits drop from 55 to 25 MPH within each community center, however there is little signaling the presence of non-motorized users and encouraging drivers to reduce speed. Vehicles routinely run the stop sign in Tecopa Hot Springs with two crosswalks. Large numbers of tourists visit and travel through Tecopa on their way to Death Valley National Park and other recreational destinations. Tecopa's extremely rural nature, combined with a lack of traffic-calming features and active transportation facilities, leads to a lack of awareness of the residents that live, bike, walk, and roll there. Furthermore, significant numbers of large RVs and trailers use this corridor, exacerbating safety concerns for non-motorized users and increasing the potential for high consequence collisions. The current transportation system in Tecopa is not conducive to safe active transportation, particularly those with limited mobility, small children, or anyone without high confidence in their ability to move with high-speed vehicular traffic. These deficiencies result in serious safety concerns among residents, severely limit disadvantaged community members' ability to utilize alternative forms of transportation, and force single passenger vehicle use for those who have access.

This Project addresses these deficiencies in five ways: it develops a continuous separated Class I shared-use path, eliminating non-motorized user conflict with motor vehicles; it redesigns the beloved, yet unsafe "Triangle" intersection in Tecopa to improve overall safety; it builds ADA-compliant sidewalks in community centers, providing pedestrian access to businesses and community destinations; it provides high-visibility raised crosswalks with refuge islands at key crossing points, greatly improving safety and raising awareness of non-motorized users to drivers; and it integrates traffic-calming measures to reduce vehicle speed and support community ownership of place.

C2. Explain how disadvantaged community residents will have physical access to the project.

The Project is fully located within a disadvantaged community as defined by income, meaning it is directly accessible to disadvantaged residents of Tecopa and Tecopa Hot Springs. Census Tract 8, Block Group 1 has a Median Household Income of \$55,417 (2022 American Community Survey 5-Year Estimates), which is only 60% of statewide MHI. According to the same data source, this area has a higher percentage of seniors aged 65 and older than the state.

With this project, residents, many of which are severely low-income and/or elderly, will be physically able to reach communities destinations without fear of getting hit by a vehicle or losing their footing on the dirt shoulder of the roadway. Extensive public outreach conducted for this project indicates that a high number of residents walk or bike on a frequent basis to access daily services in the community centers such as the Post Office, Library, Community Center, playground, hot springs, and local businesses. A survey conducted as part of the 2023 Active Transportation Plan focused on Tecopa area residents found that 63 percent of respondents walk a significant distance daily and 40 percent bike on a daily basis. The Project is designed to provide safer non-motorized access to these services/facilities. While the Class I multi-use path creates a safe connection between communities, the raised crosswalks, refuge islands, and integrated traffic calming measures provide safe direct connections between businesses and homes within the community centers where residents live and work. For example, residents of the Tecopa Heights neighborhood east of central Tecopa will be able to safely access the Class I path at the Old Spanish Trail and Downey Rd intersection and travel to community destinations in both Tecopa and Tecopa Hot Springs on safe active transportation facilities. Gateway monuments erected at the outer edges of the Project boundary will encourage community ownership of the project as well as notify through-travelers they are entering a community and to follow the 25 MPH posted speed limit.

Many residents that provided input during the planning phase of this project specifically indicated the need for new separated bike paths, traffic calming features, and increased safety for active transportation users. This project meets an identified need of a disadvantaged community and creates a complete active transportation network within and directly for a disadvantaged community.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

As a very rural and disadvantaged corner of Inyo County, residents in the Tecopa area do not benefit from the same level of infrastructure investment and economic support that can be seen in larger communities along the US 395 corridor on the west side of the County. Public transit services to Tecopa were discontinued and the elementary school that previously existed in Tecopa has closed its doors. School-aged children are required to travel to Shoshone (10 miles away) and the superintendent of the school district has stated that children do not walk or bike to school because it is too dangerous to travel on the roadways. In Tecopa Hot Springs, the safety concerns around vehicles speeding and not stopping at the stop sign where pedestrians cross has become so critical that a local resident has set up a camera to capture vehicles as they fail to slow or stop at the intersection.

While this project cannot directly result in children walking and biking to school in Shoshone or public transit service to Tecopa being re-instated, it directly invests in and advances transportation equity by listening to and meeting a critical need of a rural disadvantaged community. It creates safe routes for children to get to/from locations within their communities and builds sidewalks to serve the bus stop location at the community center for future public transportation service. While many residents have a “make-do” attitude, there is overwhelming support for an investment in active transportation infrastructure within and between the communities. When asked in the aforementioned survey conducted as part of the 2023 Active Transportation Plan, respondents’ top priority improvement was new separated bike paths (25 percent of respondents). The ongoing involvement of residents in public meetings and the willingness of local landowners and residents to write letters of support for this project shows the strong community support for this project. Residents of Tecopa and Tecopa Hot Springs are deeply proud of where they live and are committed to advocating for safer active transportation facilities and cultivating a strong community identity.

The Project as proposed was fundamentally shaped by and designed with local residents of the disadvantaged community to meet their needs. As shown in the attached documentation, strong attendance at multiple in-person workshops and meetings strongly indicates community support and ownership for the project, both critical to a project’s success.

Displacement is not a concern with the implementation of this project. The project will not physically displace anyone as the project has been planned to integrate with existing development and land uses throughout the project area. Displacement will not occur as a result of economic investment and gentrification due to the extremely rural nature of the area. Even though the project will have great economic benefits for the local community, the project inherently serves the existing local community through safer connections to services.

Attach documentation to show disadvantaged community support:

[Disadvantaged_Community_Support.pdf](#)

D. Project Location (0-2 Points)

Select the option that best describes the project location: Project is fully in a disadvantaged community

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

A. Statement of Project Need (0-20 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

Tecopa (encompassing the communities of Tecopa and Tecopa Hot Springs) is located in the extremely remote southeastern corner of Inyo County in the hot, arid Mojave Desert. Pahrump, Nevada (30 miles away) is the closest grocery store, regular public transit service and hospital. Tecopa is located at the intersection of Old Spanish Trail Highway and Tecopa Hot Springs Road, County-maintained roadways. Old Spanish Trail is the only east-west paved road through Tecopa. Tecopa Hot Springs is located 1.9 miles north and Tecopa Hot Springs Road is the only north-south paved road through the community.

Tecopa acts as the southern gateway for Death Valley National Park and Old Spanish Trail Highway is a common route for passenger vehicles, RVs, and 5th-wheel trailers traveling between Las Vegas and Death Valley National Park. Old Spanish Trail Highway in Tecopa is the Old Spanish National Historic Trail, traversing California, Nevada, Utah, Arizona, New Mexico and Colorado, drawing visitors and travelers (Attachment K, page 1), and is advertised as a scenic bypass to Interstate 15 (Attachment K, page 2), becoming an official detour if Interstate 15 closes between Baker and Las Vegas.

The Old Spanish Trail Highway and State Route 127 intersection directly east of Tecopa saw a Peak Month Annual Daily Traffic volume of 1,100 in 2022 (Attachment K, page 3), representing a 10 percent increase since 2017, indicating an increase in vehicle traffic through Tecopa.

The Amargosa River, a Wild and Scenic River and the only free-flowing river in the Death Valley region, runs under Old Spanish Trail Highway 800 feet west of the Project. The Amargosa River Trail is publicly accessible from China Ranch, 4.7 miles from the Downey Road Project terminus. This Project improves non-motorized connection to China Ranch and directly supports planned efforts to establish a northern trailhead on Downey Road. This connection will allow residents and visitors to walk and bike to world-class recreation trails.

Old Spanish Trail Highway has no bike lanes, sidewalks or traffic calming, posing significant safety risks to those who walk, bike, and roll along it. The lack of pedestrian, bike, and ADA-compliant facilities severely limits the

mobility of residents, especially those who cannot or do not feel safe utilizing the dirt shoulder of the roadway or crossing it, such as elderly and disabled residents and children.

With a posted speed limit of 55 MPH along Tecopa Hot Springs Road, existing Class II bike lanes provide insufficient separation and safety for bicyclists (Attachment K, pages 6-12). Furthermore, the existing bike lanes terminate north of Tecopa and south of Tecopa Hot Springs, producing an inadequate and incomplete active transportation connection between communities.

Marked crossings are entirely lacking in Tecopa and inadequate in Tecopa Hot Springs, where speeding and failure to yield to pedestrians is a top concern among residents.

Low-income and economically disadvantaged Tecopa residents suffer from a lack of connectivity and mobility options. Public transit does not currently serve the area and 3 percent of Tecopa active transportation survey respondents walk, bike, or roll because they have no other choice.

Census Tract 8, encompassing Tecopa and the smallest geography available, has a Healthy Place Index (HPI) Score of 46.9, which falls well below Inyo County (76.8) (Attachment K, page 13). One of the most severe public health concerns in the Tecopa area is lack of safe drinking water due to unsafe arsenic and fluoride levels and many residents are required to drink bottled or filtered water (Attachment K, pages 14-155). In 2017, a joint effort between the Amargosa Conservancy, Southern Inyo Fire Protection District and Inyo County secured funding to install a water kiosk, a lifeline to residents who had previously been driving 80 miles to purchase fresh water. The Tecopa Water Kiosk is the primary distribution site for safe drinking water in the area and is located in the Tecopa Heights neighborhood. Previously, many residents continued to drink the water out of necessity. If children drink the water from the well, they develop rotting teeth.

Access to medical services is a severe challenge for Tecopa residents. The nearest healthcare services are 35 miles away in Pahrump, NV, however, those on Medicaid are forced to travel much further to western Inyo County or Baker (50 miles to the south). The Death Valley School District superintendent is coordinating with healthcare providers in Inyo County to convert the Tecopa Francis Elementary school building (directly served by the Project) into a clinic and office space for county services.

This Project creates a complete active transportation corridor connecting the Tecopa Heights residential neighborhood with Tecopa and the communities of Tecopa and Tecopa Hot Springs. The Project will improve safety and mobility through creation of a continuous ADA-compliant Class I multi-use path and high-visibility raised pedestrian crossings at key points within the heart of each community. Residents of Tecopa will be able to access the post office, senior center, library, and restaurants on safe, separated facilities, significantly reducing conflicts with motor vehicles. Residents of all abilities and ages can safely recreate within their community. Constructing safe active transportation facilities will increase

the pedestrian/bicycle mode split within communities. This is supported by case studies and data analysis included in the 2023 Inyo County Active Transportation Plan.

This Project is a critical step forward in achieving active transportation equity for a severely disadvantaged rural community and meeting the residents' needs, while maintaining the Tecopa character that residents are so proud of.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply:

The project creates new routes
The project removes a barrier to mobility

Type of barrier(s) (select all that apply):

Safety

Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The natural, cultural and historical attractions of Tecopa bring visitors from all over the world, including the Amargosa Wild & Scenic River, a 185-mile-long underground aquifer and river oasis ecotourist destination and premier birdwatching. Tecopa is renowned for its healing natural mineral hot springs, has an eclectic art and cultural heritage, and is home to a burgeoning culinary and brewing scene. Several times per year, the Southern Inyo Volunteer Fire Department holds wildly popular fundraisers that attract thousands of visitors. It is not uncommon for the culinary establishments to run out of food during these fundraising events.

Old Spanish Trail Highway and Tecopa Hot Springs Road serve as the sole connection between Tecopa and Tecopa Hot Springs and act as Main Street for both communities. Despite the lack of existing active transportation facilities, residents of Tecopa use the dirt shoulders of these roads to reach community destinations, however it is apparent that safer facilities are critically needed. In one of the surveys conducted during project planning to capture safety-related concerns and opinions of residents, 63 percent of respondents felt unsafe walking, biking, or rolling within the project corridor. Roughly 87 percent of respondents identified lack of shoulders or bike lanes as a safety concern, followed by speeding (67 percent) and nonexistent crosswalks (43 percent). The US Postal Service does not offer home delivery in the town of Tecopa. Residents must physically collect their mail at the local post office in central Tecopa. Although the distance to the post office from Tecopa Heights is only ½ mile, the unsafe conditions for walking and biking along this segment reinforce a preference for driving within the community. Community input regarding non-motorized use of Old Spanish Trail was mixed; although there are a few “die-hard” cyclists who choose to brave the dangers of the “Dumont Duners” (large RVs and 5th-wheel trailers utilized by visitors to the area), a larger proportion reported they would never walk or bike along that segment because it’s too dangerous. By directly addressing top concerns of residents, the Project meets an identified need of the community.

The Project will create a complete active transportation corridor, linking these two communities with a continuous safe facility, serving those that

walk, bike, and roll within and between them and encouraging an increase in active transportation mode usage for both recreation and everyday needs. Community destinations directly accessible from the Project include: Tecopa Community Center, the Tecopa playground, Tecopa Public Library, the Yaga Labyrinth (a hiking destination), Tecopa Post Office, Tecopa Brewing, Tecopa Hot Springs Resort, Tecopa RV Park, Tecopa Hot Springs Campground, Delight's Hot Springs Resort, Death Valley Hot Springs Resort, Death Valley Brewing, Faith Community Church, the old Tecopa Elementary School (a community meeting place) and Kit Fox Café. At its eastern terminus, the project will provide safe access to/from Tecopa Heights and the Tecopa Water Kiosk, a critical community destination as it provides safe drinking water for many residents. The Project also improves safety of connection to existing and planned recreational trails at China Ranch, including the Amargosa River Trail, south of Tecopa. This project supports the vision to ultimately create a non-motorized corridor connecting to Shoshone, 8 miles north of Tecopa Hot Springs where Tecopa children travel for school.

At the heart of the Project, the redesign of “the Triangle” will fundamentally improve safety for motorists and non-motorized users alike. This intersection and the resulting island, beloved by residents as a community landmark and gathering place, currently provides no safe navigation means for pedestrians and bicyclists. Blind corners, turning vehicles, parked vehicles, and a lack of crosswalks, bike lanes, or sidewalks make improvements here a critical component of the Project. The addition of bike lanes, sidewalks, high-visibility raised crosswalks and refuge islands, coupled with road realignment will vastly improve feelings of safety and accessibility for active transportation users. The Project will transform the Triangle into a safe and friendly intersection where pedestrians and bicyclists can access the Class I path and access businesses, all without fear of conflict with vehicles.

The lack of safe and continuous active transportation facilities is a major barrier to mobility in Tecopa. The Project encourages active transportation use among residents and visitors alike by developing a safe and connected active transportation corridor that links to multiple community destinations and resources. Access to the above destinations will become an enjoyable and safe experience all non-motorized users, regardless of age or ability, and will facilitate a thriving environment of walking, biking, and rolling in Tecopa.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

[Route_Barriers_Improvements_set_v2.pdf](#)

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applicants using the TIMS ATP tool, attach the items listed below:

[TIMS_ATP_Inyo_All_2024_06_14.pdf](#)

2a. For applicants using another data source, attach relevant documents below:

[Collision_safety_supporting_data.pdf](#)

2b. Data and corresponding methodologies in written form can be included here (optional):

TIMS data do not show any reported crashes in the Tecopa region. However, this does not mean that the corridor is in any way safe for bicyclists and pedestrians. The lack of data is a result of several important factors: the proposed project corridor currently deters active transportation use, especially those with limited mobility and small children; additionally, the rural nature of the community, limited use of technology by residents, lack of cell phone service, and limited law enforcement presence may all contribute to the lack of online collision records.

For most of the project corridor, the posted speed limit is 55 MPH. Within Tecopa and Tecopa Hot Springs, the speed limit is 25 MPH. Chronic vehicle speeding, identified by residents, coupled with a high number of large RVs and trailers on narrow roadways with no paved shoulders severely limits the use of this corridor by active transportation users for fear of collisions resulting in injury or fatality. Community-identified near-misses and hazard areas are shown in the attached documentation, indicating that given time, it is likely crashes will occur in this location if no improvements are made.

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

[Collision Summary.xlsx](#)

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss

This project was developed as a direct response to safety concerns raised by the community and planning professionals during the 2023 Inyo County Regional Transportation Plan (RTP) and 2023 Active Transportation Plan (ATP) updates. Community-identified safety concerns center on two major issues that this project will address: feeling unsafe on roads due to lack of bicycle and pedestrian facilities and/or speeding vehicles and dangerous driving in the project area. School-aged children do not walk, bike, or roll to school in neighboring Shoshone due in part to the lack of bicycle facilities on roads and highways.

Table 15a of the ATP shows that this Project addresses two of the top priority planned active transportation improvement projects for Inyo County.

how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

Old Spanish Trail Highway is a well-known thoroughfare to Dumont Dunes, a popular OHV recreation area in San Bernardino County. With a narrow 22 feet of pavement width, it is not possible for two large RV's or toy haulers to safely pass each other without utilizing the shoulder. Particularly during holiday weekends, this poses significant safety concerns for non-motorized users on Old Spanish Trail Highway in downtown Tecopa. Despite the prohibition of vehicles exceeding 13,000 tons, during closures of I-15 (due to frequent flooding events, high speed rail construction, accidents, etc.), heavy freight haulers utilize Old Spanish Trail Highway illegally and frequently fail to obey posted speed limits.

The project-specific near-miss and hazard maps (attached above) show that there are multiple areas of high safety concern within the Project area that will be mitigated with the Project. Documentation in letters of support from residents, Emergency Medical Services (EMS) personnel, and the Office of the Sheriff indicates that injury or fatality collisions between vehicles and non-motorized users is imminent if no safety improvements are made. Risk of injury and death of non-motorized users increases exponentially with increased vehicle speeds. For example, the risk of pedestrian death in a crash at 30 mph is 20 percent, increasing to 46 percent when the vehicle speed increases to 40 mph and all the way to 75 percent for vehicle speed of 50 mph. With posted speed limits of 25 mph and 55 mph within the Project area (and community-sourced evidence that speeding is common), the expected fatality rate of a non-motorized user in any crash that does occurs is severe and warrants immediate safety improvements.

Hazards and near-miss conflict points are dispersed throughout the corridor, indicating a need for a complete active transportation corridor as opposed to point specific improvements. Identified conflict points indicate a need for a separate Class I shared-use path along Tecopa Hot Springs Road and Old Spanish Trail Highway, where the posted speed limit necessitates a separate facility to ensure safety per the 2020 Caltrans Memorandum on Bikeway Facility Selection Guidance (Attachment K, pages 6-12). Especially for the most vulnerable non-motorized users that may not be as comfortable coming in close contact with vehicle traffic, such as children, seniors, or those with disabilities or limited mobility, this Project provides a safe, and clearly very necessary, alternative to walking or biking on these roadways where the potential for collisions with high speed vehicles deters most active transportation users and endangers those that walk, bike, or roll on the dirt shoulders. Users of all ages and abilities will be able to move through the Tecopa corridor on a lower-stress route without constant fear of conflict with high-speed vehicles.

Limiting interactions between non-motorized users and vehicles significantly reduces the potential for injuries and fatalities. The extremely limited extent and inadequacy of bike lanes within the project area requires that bicyclists ride with traffic traveling in excess of 55 MPH, especially dangerous for vulnerable non-motorized users. The lack of any sidewalks within the project area and inadequate safe crossings forces pedestrians to navigate vehicle traffic in the community core. By creating a safe and accessible alternative route for non-motorized users, the potential for

injuries and fatalities is reduced simply by reducing conflict with vehicles. Additionally, where crossings are required, high-visibility ADA-compliant raised crosswalks with refuge islands and traffic calming measures will be installed to improve safety and reduce the potential for injuries or fatalities.

This project will improve safety for people walking and bicycling and provide a connected active and safe transportation route connecting the communities of Tecopa and Tecopa Hot Springs. The Project will offer an off-street option for bicyclists who prefer not to ride in the roadway and sidewalks and safe crossings for pedestrians. At the Triangle, a critical high-stress conflict point, the Project will fundamentally improve the safety and visibility for all user types. Both high visibility raised crosswalks and roadway realignment will increase visibility of pedestrians and bicyclists for vehicle drivers and increase pedestrian/bicyclist view of vehicles approaching crossings/the intersections. These improvements combine to create a complete safe active transportation corridor and a more comfortable experience for people walking and bicycling, which removes the significant barriers currently discouraging active transportation in the area.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.	<p>The Project addresses and mitigates safety hazards identified through extensive community engagement efforts, letters of support, and the hazards and near-miss maps (attached above) in seven distinct ways: 1) it reduces motor vehicle speed in the vicinity of non-motorized users through the inclusion of traffic calming measures in crossing locations; 2) it improves visibility of non-motorized users through raised crosswalks and refuge islands; 3) it improves visibility of both motorized and non-motorized users through the realignment and redesign of the Triangle; 4) it eliminates conflict between non-motorized users and vehicles through the creation of a separated Class I shared-use path; 5) it encourages compliance with posted speed limits through the installation of community gateway monuments that create a sense of place to residents and visitors alike; 6) it addresses inadequate non-motorized facilities through the creation of a complete active transportation corridor; and 7) it vastly reduces behaviors that lead to collisions between motorized and non-motorized users, such as walking on the shoulder and crossing at unmarked crossings.</p> <p>Speeding is a top concern among residents as shown throughout the input received from the community. This is particularly concerning as bicyclists and pedestrians currently come in close contact with vehicles throughout the Project corridor. Traffic calming measures, such as bump outs and raised pedestrian crosswalks, are a proven method to slow traffic and increase awareness of non-motorized users in the area. By integrating traffic calming measures into the crossings, vehicle speeds in the vicinity of non-motorized users will be reduced.</p> <p>Despite the lack of pedestrian facilities, residents do walk and bike and frequently cross the roadways between residential areas, businesses, community centers, and recreation locations. Crossing happens at unmarked or unsigned points along the roadway without any signal to drivers that non-motorized users may be in the roadway. The addition of</p>
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high visibility raised crosswalks and refuge islands improve visibility of non-motorized users and warn drivers to be alert to pedestrians and bicyclists. This is especially important in such a rural area, as drivers have been traveling for extended periods of time on roadways through open desert without non-motorized users and may not be alert to people walking, biking, or rolling in or across the roadway.

The realignment and redesign of the Triangle is a key focal point of the Project, as it is both geographically located at a junction in the Project area and is a fundamental piece of the safety equation. Currently, short sight distance for drivers, lack of bicycle and pedestrian facilities, and turning vehicles at an unsignalized intersection results in significant safety concerns for residents. Redesign of the Triangle will not only improve sight distance for drivers, making the intersection safer for vehicle traffic, it will install sidewalks, high-visibility crossings, and bike lanes making this a lower-stress intersection for non-motorized users and reducing the potential for conflict.

The creation of a separate Class I path along Old Spanish Trail Highway and along the high-speed portions of Tecopa Hot Springs Road will eliminate conflict between non-motorized users and vehicles in these areas and encourage active transportation among residents and visitors alike.

Installation of community gateway monuments at the east and west edges of Tecopa and at the north and south edges of Tecopa Hot Springs corresponding with a reduction in the posted speed limits will encourage compliance with posted speed limits. In this situation, gateway monuments will create a sense of place for residents and visitors alike and signal to incoming vehicle traffic that there is community here and will encourage speed reduction in compliance with the posted speed limit change.

The Project creates a complete active transportation safety corridor, addressing the complete lack of facilities in Tecopa and Tecopa Hot Springs and the inadequate Class II bike lanes between them. An improvement to the existing facilities is needed as Class II bike lanes do not provide sufficient safe separation for non-motorized users with vehicles traveling in excess of the 55 MPH posted speed limit.

Currently, bicyclists and pedestrians are forced to engage in unsafe behaviors that lead to conflict with motor vehicles, such as walking on the shoulder of the roadway and crossing at unmarked crossings. By creating a separated shared use path, building sidewalks in the community cores, and designating safe crossings, the Project reduces the above behaviors that lead to collisions between motorized and non-motorized users and significantly improved safety.

Combined, the Project improvements directly mitigate a multitude of safety issues present in the Project area and significantly improve safety for all user types.

2. Does this project propose new or improved bike facilities?

Yes

2a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).

Community input, posted speed limits, safety concerns outlined in Part A, and right-of-way constraints were all weighed against cost-effectiveness and project feasibility to conclude that a Class I shared used path, coupled with sidewalks and Class II bike lanes in the community cores was the best solution.

Originally, the project team considered extending the existing Class II bike lanes to cover the Project area as a low-cost solution to the lack of active transportation facilities in Tecopa. Though evaluation of community feedback (that identified separate facilities as a top priority improvement), consultation with California Transportation Commission and Caltrans representatives, and assessment of posted speed limits, the facility type was reevaluated, and a Class I separated path was identified as the best solution. Due to limited need for any access points to the path in between communities along Tecopa Hot Springs Road, a Class I path does not detract from accessibility or expected use. Within community centers, however, the combination of a reduced 25 MPH speed limit, coupled with existing development constraints and an increase in cross-roadway pedestrian traffic led the project team to choose a Class II bike lane coupled with sidewalks and pedestrian crossing for central Tecopa Hot Springs as the best bike facility solution to complete the active transportation corridor.

To address the safety concerns associated with speeding above the posted speed limit of 25 mph, the project team originally proposed a roundabout at the intersection of Old Spanish Trail and Tecopa Hot Springs Road, locally referred to as the "Triangle", as a solution to reduce speeds and improve visibility. After hearing the community's desire to maintain the Triangle as a shady community gathering space and parking area, the project was modified to incorporate a realignment of the roadway. The realignment tees up the intersection to improve sight distance and visibility for bicyclists and pedestrians.

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)
Describe the community-based public participation process that culminated in the project.

<p>A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)</p>	<p>The 2023 Inyo County Regional Transportation Plan and Active Transportation Plan identified the lack of active transportation facilities in the Tecopa area as a top concern to be addressed through further online community surveys and public outreach.</p> <p>To develop the project from a conceptual need to a proposed project, Inyo County staff conducted multiple rounds of in-person workshops, interviews with local stakeholders, and in-person and online surveys. These efforts identified specific community concerns and needs. The original project concept was presented to the local community to gather feedback (April 2023) and the project concept was repeatedly revised due to community input and presented through advertised public workshops in Tecopa (February-April 2024) that more fully met the needs of the community through more robust pedestrian crossings, traffic calming measures, and wayfinding signage.</p> <p>Although initially the focus of the project was Tecopa, the design team realized through stakeholder engagement that it was critical to include Tecopa Hot Springs in the proposed project to create the complete active transportation network to connect the two communities. Two project alignments were developed and presented at local public workshops. Public outreach and consultation with California Transportation Commission representatives revealed that extending the Class II bike lanes on Tecopa Hot Springs Road (one of the alignments) was insufficient in addressing the safety concerns of pedestrian/bicycle conflict with speeding vehicles (many of which are large RVs or trailers).</p> <p>Thus, the project design team developed the final concept of a continuous Class I multi-use path extending from Downey Road to Tecopa Hot Springs adjacent to the high-speed roadway with Class II bike lanes and sidewalks serving the heart of each community where speeds are lower and foot/bike traffic is higher. Robust pedestrian crossings with integrated traffic calming measures were placed at key points along the project corridor and gateway monuments were included to address an identified need for supporting community identity and connection. The final design represents a great context sensitive solution that was developed with the local community that will ensure use and ownership of the product. The Project also directly supports the community vision for a multi-modal path between Tecopa Hot Springs and Tecopa and along Old Spanish Trail Highway identified in the 2018 Tecopa Community Plan (attached).</p>
<p>B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the</p>	<p>The Regional Transportation Plan and Active Transportation Plan originally engaged community representatives and leaders, such as appointed officials, land management agency representatives, school district superintendents, and social services agency representatives. An online survey was conducted and advertised through local news outlets.</p> <p>It became clear, however, that online means of public engagement would not provide sufficient opportunities for input in the rural Tecopa area and the project team conducted extensive follow-up in-person outreach. Four separate in-person meetings and workshops were thus conducted within the community during 2023 and 2024 that resulted in significant engagement, feedback, and influenced project design. Meetings were</p>

stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

advertised via email notification to stakeholders and printed flyers and word of mouth and were held at the Tecopa Community Center, a local gathering place for residents. By holding meetings at the Community Center, the project team was able to provide an accessible and comfortable environment for community engagement. Attendees were provided the opportunity to submit written comments, complete surveys, and engage with printed maps of the proposed project. Attendees of these events included community residents, local business owners, prominent landowners, community organization executive directors, and local county staff. Three separate survey efforts were conducted in congruence with in-person workshop at key points in the design process to build on the survey conducted previously as part of the Regional Transportation Plan/Active Transportation Plan update.

The first public meeting and survey in 2023 was designed to understand the demographics and active transportation patterns and needs of local residents. The second workshop presented the original project boundary and distributed a safety-specific survey (online and in hard copy) to understand specific safety concerns of residents and preferred community solutions. As a result of this workshop, the project was expanded to include Tecopa Hot Springs Road and the community of Tecopa Hot Springs. Two different alignments were developed. This survey also bolstered the stakeholder list of those who wish to remain engaged with the project as it progresses and receive updates. Inyo County staff presented the two alignments to the Board of Supervisors to cement agency support for the project. In person public comments were received on additional traffic calming measures they would like to see included and an online survey available in real time via QR code on traffic calming and safety measures was advertised and promoted.

The two project alignments were then presented at the third community workshop and attendees were encouraged to engage with large format graphics. As a result, a preferred alignment was chosen and refined to include additional traffic calming at pedestrian crossings and realignment of the roadway at the triangle to improve safety.

The preferred alignment was presented at a fourth in-person community meeting in late April 2024. Attendees were encouraged to again mark-up large format graphics with specific hazard locations and “near-misses”.

While online platforms continued to be utilized during the planning process to gather feedback, the effort to conduct in-person outreach proved hugely successful in engaging with the local community and designing a project that fits the unique needs of the area’s residents.

Overwhelmingly, feedback received from the engagement process supports active transportation improvements in the proposed project area. Public outreach revealed that a high percentage of residents walk or bike daily in spite of the utter lack of safe facilities and significant safety concerns, indicating that the project will continue to be supported and utilized long after completion. Each round of community engagement built upon the input and feedback received through the previous workshop or meeting and regular community meetings facilitated continuous dialogue between the

project team and stakeholders. This ongoing active engagement has fostered a sense of project ownership among the community and created excitement for improvements among residents. Ultimately, the Project reflects the priorities of both the Tecopa community and the Active Transportation Program.

The project team and Inyo County will continue to engage with the local community throughout the implementation process through periodic email updates to stakeholders, in-person meetings, a project page on the Inyo County website, and transparent communication.

Attach any applicable public participation & planning documents:

[Public_part_and_planning_docs.pdf](#)

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

The main concern identified during the extensive outreach conducted during the planning process was conflict between pedestrians/bicyclists and vehicles along Old Spanish Trail Highway and Tecopa Hot Springs Road due to a lack of sufficient shoulder, safe crossings and high vehicle speeds. The project was refined and amended to fit the needs identified by residents through in-person public engagement where residents were able to examine large format graphics and provide feedback on the concept.

There are many ways to provide safe facilities for pedestrians and bicyclists and the best one is that which fits with the community identity and need. For Tecopa and Tecopa Hot Springs, this means a combination of Class I multi-path, Class II bike lanes and sidewalks with robust pedestrian crossings and integrated traffic calming and improvements to enhance community identity in the form of gateway monuments.

The project recognizes that a top community concern is that of vehicles far exceeding the posted speed limit along both roadway corridors and failure to reduce speed when the speed limit drops in the heart of each community. Omitting robust pedestrian crossings with integrated traffic calming measures would ignore this significant concern of residents.

The documented increase in traffic volumes over the past five years combined with local efforts to expand recreational trails in the area indicates that the volume of motorized and non-motorized traffic will continue to increase in the project area. Although Tecopa is quite rural, it is located between the major urban area of Las Vegas and Death Valley National Park. This project not only meets the existing needs of residents, but it is also critical in meeting an expected increase in need of future recreational users and residents alike.

The final project design fits within the topographic and environmental constraints of the area without compromising the community centers as they currently exist. It minimizes impacts to private developed property, thoughtfully mitigates environmental impacts through carefully placed culverts and path design, provides a safe separated path for users of all types and abilities to reach community destinations, and improves the everyday safety of pedestrians and bicyclists as they move within and between communities. It fits within the “look and feel” of the community while advancing rural active transportation equity and greatly improving safety. It is the recognized best solution for this unique rural area.

<p>B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.</p>	<p>The development of a separated multi-use path, sidewalks, refuge islands, and traffic calming measures are all innovative ideas that are new to this extremely rural area. While these concepts are commonplace in more urban areas, these represent major and significant improvements for the greater Tecopa community.</p> <p>Given Tecopa’s incredibly rural nature, some elements that would “complete” a project in a more urban setting were considered and ultimately omitted to best fit the community. In a community where a single roadway acts as the county throughfare and main street, residents are proud of their self-sufficiency. Commonly used project elements such as path lighting and shade trees are not realistic or context-sensitive in this situation. The ability to maintain the finished product was considered carefully by county staff and the project team. The project design team was careful to develop a project that can be maintained in the long term by the extremely limited resources and staff available at Inyo County. This resulted in a simple paved multi-use path that is wide enough to be accessed by a standard maintenance vehicle.</p> <p>The project design team proposed converting the triangular shaped intersection at Old Spanish Trail Highway and Tecopa Hot Springs Road to a roundabout but heard the community’s concerns about losing the “Triangle” as a community gathering space. The intersection is now planned to be realigned to improve visibility and safety for residents, bicyclists and pedestrians, while preserving “Triangle” use as an important source of shade for community gatherings.</p>
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QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

<p>A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?</p>	<p>No</p>
<p>B. Does the applicant have any leveraging funds?</p>	<p>Yes</p>
<p>C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:</p>	
<p>Leveraging 1.xlsx</p>	
<p>D. Please complete the table below:</p>	
<p>Leveraging 2.xlsx</p>	
<p>Leveraging Letter of Commitment</p>	
<p>Leveraging_Funds_letters_set_v2.pdf</p>	

Other leveraging documentation (optional)

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

Please select one of the following: Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC:

[CCC_Conconsult_email.pdf](#)

Attach submittal email, response email, and any attachment(s) from the CALCC:

[CALCC_Conconsult_email.pdf](#)

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)

How will the Corps participate?

The CALCC will be utilized to install wayfinding and gateway monuments, and project fencing as needed.

QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[Attachment_A_Signature_Page.pdf](#)

Attachment B: Engineer's Checklist

[attachment-b-engr-checklist_Inyo_County-JGR.docx](#)

Attachment C: Project Location Map

[Location_Map_set.pdf](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[Tecopa_ATP_6.17.24_v2.pdf](#)

Attachment E: Photos of Existing Conditions

[Existing_Conditions_Photos.pdf](#)

Attachment F: Project Estimate

[attachment-f-project-Tecopa_v2.pdf](#)

Attachment G: Non-Infrastructure Work Plan	Not applicable to this application type.
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Attachment H: Plan Scope of Work	Not applicable to this application type.
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Attachment I: Letters of Support (10 maximum) and Support Documentation

[Letters_of_Support_set.pdf](#)

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

[Attachment_K_Supporting_data_set.pdf](#)
