

2024-2025 OVERALL WORK PROGRAM
FOR THE
INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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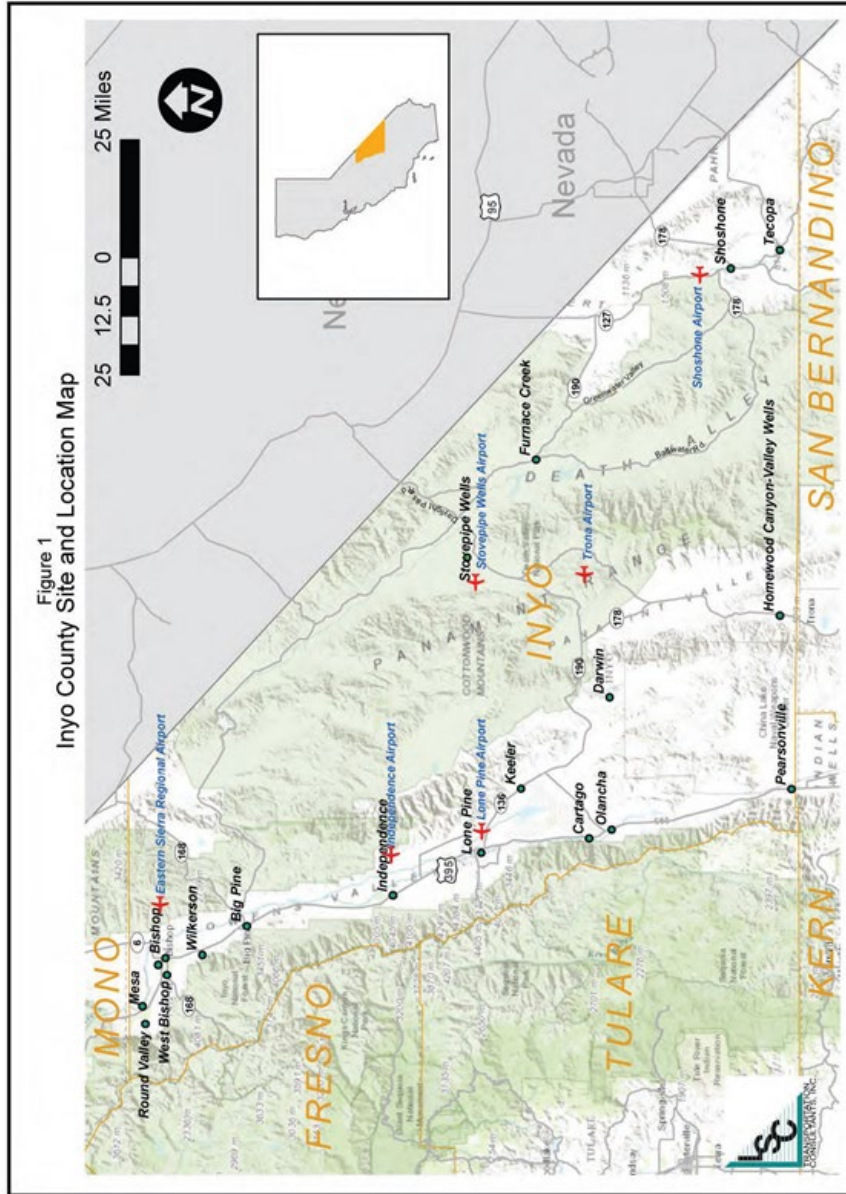
**2024-2025 OVERALL WORK PROGRAM
FOR THE INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

INTRODUCTION

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

Inyo County is the second largest county in the State of California, with an area of 10,197 square miles. The 2020 Census estimate reports the County's population to be 19,016, with a population density of 1.9 persons per square mile. About 98% of the land in the County is owned by public agencies. The greatest portion of the population resides in communities along US 395, which runs generally north/south near the western boundary of the County. There are several small communities in the southeastern portion of the County as well. The City of Bishop, along with the suburbs immediately surrounding it, contains over 50% of all County residents and approximately 67% of the County's residents live within a 15-mile radius of Bishop. Bishop is the only incorporated city in the County.

Figure 1 INYO COUNTY SITE AND LOCATION MAP



Due to the expansive holdings of land by the Federal Government, the Los Angeles Department of Water and Power and the State of California, the future growth of Inyo County will be confined primarily to small areas of private land. Given the scattered nature of these private land holdings, it is unlikely that any major urban growth or significant development within the existing communities will occur. Lack of affordable and available workforce housing is an ongoing concern in Inyo County. One possible exception to this scenario does exist in the far southeasterly portion of the county where larger tracts of land are in private ownership and the area may be subject to development pressure from the suburban expansion of the City of Las Vegas. The sizable remaining amount of private land around Pahrump in Nevada coupled with a differing tax structure likely is the reason these areas have not been developed. The availability of water may also be a factor. In 2018, the Inyo County Board of Supervisors adopted three ordinances regulating cannabis activities in the unincorporated areas of Inyo County. Commercial cannabis production is permitted on rural residential zoned areas, and multiple developments are occurring in Charleston View and Stewart Valleys.

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

Growth in the economy of the County is occurring slowly but is expected to continue as a result of increased recreational activity and an increasing number of retirees selecting Inyo County as their place of residence. A growing number of tourists, particularly from the Southern California area, are being attracted to the County. Leisure time, surplus expendable income, increased mobility, and urban population pressure for land suitable for recreation result in recreational travel to more desirable areas. This development will continue to cause trade and services to increase faster than any other sector of economic activity.

Digital 395, a project funded by an American Recovery Act of 2009 grant, installed fiber optic cable along the US 395 corridor and provides broadband Internet access to the area. This provides an opportunity for an increase in Internet-based businesses in the Eastern Sierra. In 2023, the Inyo Mono Broadband Consortium was awarded a planning grant to expand service to unserved or underserved communities. California allocated funding in SB156 for a statewide middle-mile network as well as for last-mile construction. Inyo county was awarded funding to connect communities from Lone Pine, south to Death Valley to existing broadband infrastructure.

ORGANIZATION

The Inyo County Local Transportation Commission (ICLTC) is the designated Regional Transportation Planning Agency (RTPA) for Inyo County.

A. History

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

B. Purpose

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

The primary duties of the ICLTC consist of the following:

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

C. ICLTC Membership

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

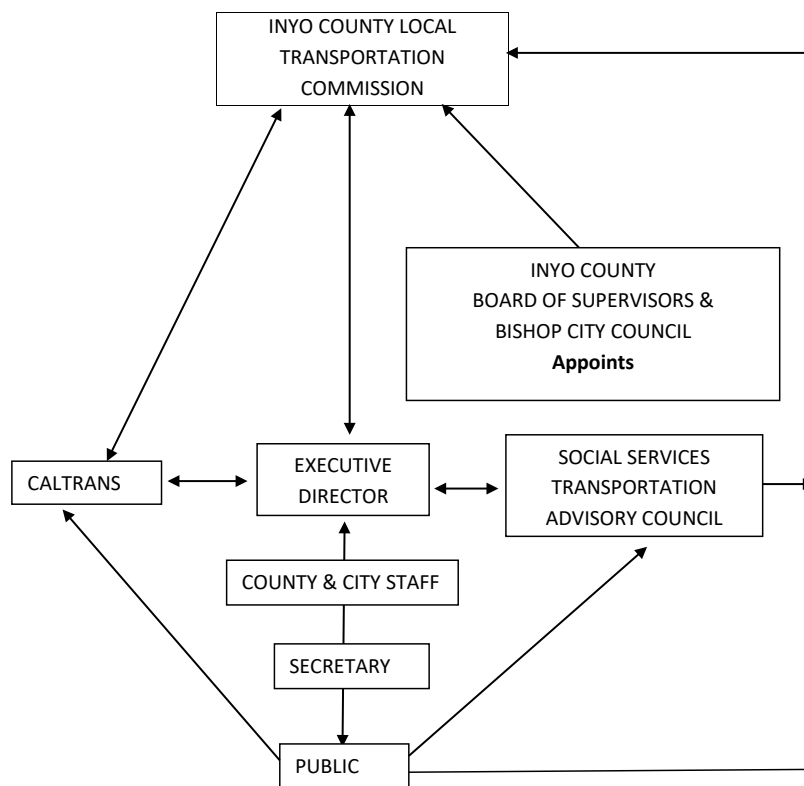
D. Staffing

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

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

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

Figure 2 - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART



ORGANIZATIONAL PROCEDURES AND DOCUMENTS

The following is a list of documents, organizational policies and procedures, required documents and planning studies are available at: <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

2023 Regional Transportation Plan
2024 Regional Transportation Improvement Program (RTIP)
Inyo County LTC Bylaws
Inyo County LTC Organizational & Procedures Manual
2024 Active Transportation Plan
Caltrans Bishop Area Access & Circulation Feasibility Study
Caltrans Eastern Sierra Corridor Freight Study
Eastern Sierra Corridor Enhancement Program Kern, Mono & Inyo Counties

ADMISTRATIVE ADJUSTMENTS

For office space and utility payments last year, the ICLTC contributed to the County Cost Plan \$3,231.83 per month. The County bills the ICLTC for Workers' Compensation Insurance at a rate of \$350.08 per month and Liability Insurance at a rate of \$343.92 per month. These expenses may vary and are not developed until the County develops its FY 2024-2025 budget. These expenses are split between the three ICLTC funding streams: Rural Planning Assistance, Transit and Planning, Programming and Monitoring. Copy costs are billed to the work element that the copies are related to.

ISSUES AND CONCERNS

Highways

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

Safety of travelers along US 395 and State Route 14 corridor has been the primary concern of the Local Transportation Commission since the late 1990's. The ICLTC partnered with Kern, Mono and San Bernardino Counties to facilitate the safety improvements in the region, primarily by pooling resources to widen two-lane sections to four-lanes. As a result, the majority of US 395 through Inyo County has been

widened to four lanes. The remaining two-lane section that is currently under construction as a four-lane expressway is the Olancho/Cartago project. The programming of the Olancho-Cartago project has given the LTC a negative STIP share balance for many cycles. This has limited the ability to program significant new funds in STIP. Inyo's STIP shares emerged out of the negative in the 2024 STIP cycle with approximately \$3 million.

As the high priority four-laning of US 395 in Inyo County approaches completion, the Local Transportation Commission will continue to prioritize improvement projects to the US 395 and CA 14 corridors in Kern, San Bernardino, and Mono counties. The Tri-County MOU (Kern, Inyo & Mono) expired in the 2022 STIP but the MOU partners maintain a collaborative relationship.

While the widening of US 395 to four lanes provides much needed improvements in terms of safety and continuity, the impacts to rural communities that are bisected by a four-lane highway without complete streets features have come to the forefront as a major concern. The bifurcation of towns and communities without complete streets elements such as bicycle lanes, crossings and pedestrian facilities lead to dangerous highway crossings, and the segregation of residents from adjacent and important community destinations. Within communities along US 395, bike lanes exist only in Bishop and Bridgeport (Mono county). Sidewalks exist only within the more populated communities of Bishop, Big Pine, Lone Pine, and Independence. There are no pedestrian or bicycle facilities linking destinations outside of those communities. The Local Transportation Commission prioritizes collaborating with Caltrans to ensure that complete streets components and connectivity improvements are incorporated into current and future projects along US 395. In 2023, Caltrans and ESCOG, in collaboration with Inyo and Mono Counties submitted a proposal to the Highways to Boulevards, Reconnecting Communities grant program.

In 2019, a Visioning Committee was formed to document the needs of the Lone Pine community to improve connectivity there. The Local Transportation Commission desires to expand these "Visioning Committees" to include all Inyo County communities that are impacted or separated by US 395.

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

SR 190 in combination with SR 136 and SR 178 provide a discontinuous east-west corridor through DVNP. A significant percentage of interregional travelers to and through DVNP use one or more roads that are not on the State Highway system. These roads include Stateline Road, Panamint Valley Road, Trona – Wildrose Road, and Old Spanish Trail Highway. All are part of the Inyo County Maintained Mileage System and essentially serve as extensions of the State Highway system. Badwater Road, Scotty's Castle Road (closed for storm damage repairs since 2015), Beatty Cutoff Road, and Daylight Pass Road (maintained by DVNP)

also provide important interregional routes. The signage and mapping to travel on these routes is inconsistent. Some State maps do not show the roads maintained by the County or DVNP. With new signage on the I-15 freeway in Las Vegas pointing visitors to access DVNP via SR 160 in Nevada and either Old Spanish Trail Highway or Stateline Road, it is likely that traffic on these routes will increase. On a couple of occasions, I-15 between Baker and Las Vegas has been closed, and Old Spanish Trail Highway has been shown as part of a bypass route bringing large amounts of traffic to this County Road. The 2022 Local Road Safety Plan identified Trona Wildrose Road through the Slate Range and Old Spanish Trail Highway over Emigrant Pass as having higher than average crash rates. The ICLTC won a Highway Safety Improvement Program (HSIP) grant to make safety improvements over the steep and winding Emigrant Pass. Old Spanish Trail is a historic route that potentially meets funding criteria for rehabilitation through the Federal Lands Access Program (FLAP).

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

The ICLTC also needs to prioritize other possible projects for future transportation programming. Some possibilities include other State Routes in the area, County, City, and Tribal Government roads, and bicycle and pedestrian trails and routes. The needs and goals for many of these alternatives are discussed and defined in the current 2023 Regional Transportation Plan (RTP) and the 2024 Active Transportation Plan (ATP). The plans were updated during 2023 and 2024. ATP grant funding is a primary source of bicycle and pedestrian project funding. The 2023 RTP update includes proposed bicycle and pedestrian projects. The ICLTC will use this document to prioritize new bike and pedestrian projects for upcoming ATP grant cycles. The USBR (United States Bicycle Route)-85 corridor has been proposed and approved by the Inyo County Board of Supervisors. Future USBR corridors can be considered. The Local Road Safety Plan identifies areas of concern for bicyclists and pedestrians.

A significant issue to local agencies is finding ways to fund the long-term maintenance of local streets and roads. Senate Bill 1 provides a significant source of funding both to local roads and to the STIP. The Pavement Management Program (PMP) provides a tool to make cost-effective choices for those funds that are available. In FY19-20 the ICLTC brought the PMP in-house and continues in this development of a sustainable long-term program. Staffing challenges have caused delays in conducting the inventory but the PMP work has continued. Although the ICLTC is not required to prepare and maintain a Congestion Management Plan (CMP), there exists a continuing need to develop evaluation criteria addressing multi-modal and inter-modal transportation systems.

Air Quality

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

Aviation

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

Inyo County maintains four of these airports: Bishop, Independence, Lone Pine, and Shoshone. The Bishop and Independence airports are located on leased Los Angeles Department of Water and Power land, the Shoshone Airport is on County owned land, and Lone Pine Airport is a combination of two. The Trona Airport, located just north of the boundary with San Bernardino County, is owned by the U.S. Department of the Interior Bureau of Land Management, and is operated by the Searles Valley Community Service District. The Bishop Airport began operating commercial flights on December 19th, 2021. Important infrastructure upgrades were completed over the last several years, including lighting and navigation aid improvements, construction of a new heavy aircraft apron and pavement rehabilitation of taxiways and runways. The Bishop Airport partnered with United Airlines to bring seasonal, daily non-stop flights through San Francisco, and Denver. Charter and limited commercial airline services are available at the Mammoth Lakes / Yosemite Airport (21 miles north of the County line).

The Inyo County Airport Land Use Commission adopted a "Policy Plan and Airport Comprehensive Land Use Plan" (CLUP) in December 1991. Section 21675 of the California Utilities Code required the formation of a comprehensive land use plan that provided for the orderly growth of each public airport and area surrounding the airport. This plan guides the orderly development of each public use airport in the County.

In May 2019, the FAA approved the updated Airport Layout Plans (ALP's) for the Bishop and Lone Pine airports. The airport planning documents, which depict future improvements to the airfields, were funded by FAA grants. Upcoming projects include an Airport Master Plan update in 2024, and a commercial service terminal and ramp.

Freight

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

Cambridge Systematics completed the Eastern Sierra Corridor Freight Study, for Caltrans District 9, that specifically looks at US 395, US 6, SR 14, and SR 58 in Inyo and Mono counties and Eastern Kern County. This study documents existing and future freight conditions including: 1) freight impacts from outside the corridor (including the Reno Tahoe Industrial Center and the World Logistics Center in Moreno Valley), 2) freight impacts on highways which also serve as Main Street, and 3) potential economic benefits of Eastern Sierra freight movement to the industry. The study seeks to identify short and long-term cost-effective strategies to 1) improve goods movement, safety, and congestion and 2) mitigate freight impacts on local communities and transportation infrastructure. The study also explores potential funding opportunities. The ICLTC received a presentation in 2019 on the Freight Study and will explore opportunities to build the additional truck parking recommendations into future planning and projects with Caltrans and the City of Bishop. In 2022, the Fort Independence tribe won federal grant funding from the American Rescue Plan to expand its travel plaza, which will increase truck parking capacity.

Public Transportation

The Eastern Sierra Transit Authority (ESTA) is the primary public transportation provider for Inyo County. ESTA operates throughout the County with a fleet of vehicles, all of which are accessible for the elderly and for persons with disabilities. Operating funds for ESTA are derived from a combination of fare box revenues, State Transit Assistance Funds (STA), Local Transportation Funds (LTF) and Federal Transit Administration Section 5311 monies from various jurisdictions including Inyo County, Mono County, the

City of Bishop, and the Town of Mammoth Lakes. ESTA was known as Inyo-Mono Transit until these governmental entities entered into a Joint Powers Agreement (JPA) to administer and operate the public transportation service. The JPA took effect July 1, 2007. The ICLTC continues to support the implementation of the ESTA Short-Range Transit Plan.

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

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

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

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

RESPONSIBILITIES AND BACKGROUND

The primary duties of the ICLTC involve the following:

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

The Inyo County RTP was first adopted April 15, 1975, and has been updated regularly since. In 1978, the ICLTC requested that Caltrans assume responsibility for staff work. Later, in 1995, the ICLTC resumed the responsibility for staff work because of the adoption of Senate Bill 45. An update of the RTP was last completed in November 2023 for compliance with the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Federal Reauthorization. Since FAST Act made very few changes to MAP-21, the two are referred to together as MAP-21 / FAST Act.

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

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

Subsequent to Senate Bill 45, the role of the ICLTC expanded greatly. This legislation provided the ICLTC with additional responsibilities for project monitoring with Caltrans, additional discretionary funding for

transportation related projects within the County of Inyo, and a stronger role in transportation planning in general.

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

TRIBAL CONSULTATION

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

The County of Inyo, the City of Bishop, and the Bishop Paiute Tribe were collaborative partners in the adoption of the Inyo County Collaborative Bikeways Plan. The County of Inyo and the City of Bishop have coordinated with Tribal Governments to identify sections of County and City roads, routes and bridges that qualify for inclusion in the Bureau of Indian Affairs Indian Reservation Roads (IRR) inventory system. In Fiscal Year 2023-2024, ICLTC and Inyo County Public Works provided support for the Big Pine Paiute Tribe to apply for a competitive Active Transportation Program grant on County maintained roads. Specific Tribal coordination-related tasks set forth in the work elements are:

- ❑ Work Element 100.1, Method/Task numbers 6, 8, and 9
- ❑ Work Element 310.1, Method/Task numbers 12 and 13
- ❑ Work Element 400.1, Method/Task numbers 9 and 10
- ❑ Work Element 400.2, Method/Task numbers 11 and 12
- ❑ Work Element 400.3, Method/Task number 3
- ❑ Work Element 500.1, Method/Task numbers 2, 9, 10 and 11
- ❑ Work Element 700.1, Method/Task numbers 20, 23, 30, 31, 37, 39, 40, and 55

PUBLIC PARTICIPATION

Several factors determine the methods utilized and results of public review and participation in Inyo County, including: a) the limited nature of urban transportation issues due to the rural character and sparse

population (18,039) of the County; b) the predominant reliance on the automobile as the primary mode of transportation, given the considerable distance between communities and regional destinations; c) the amplified importance of a limited number of transportation corridors necessary for travel; and d) although the County is the second largest in the State (10,203 square miles), 98.3% of the land in the County is owned and administered by various public agencies, thereby, severely constraining future growth. These factors combined have resulted in focused and clearly identified transportation priorities that generate a minimal amount of controversy and subsequent participation in public forums.

The Covid 19 pandemic proffered an opportunity to enhance public participation as the usage of virtual technologies, such as Zoom, became mainstream throughout industries. Although the pandemic was declared over in 2023 the ICLTC will continue to provide access to public meetings via virtual means to align with AB 2449, and provide public notice of all hearings, as required. Additionally, the Commission will continually expand and maintain a mailing list of all public agencies, Tribal Governments, chambers of commerce, Community Based Organizations, locally based goods movement providers and individual stakeholders to maximize participation in all public hearings and promote the identification of transportation needs, as well as encouraging input on scheduled agenda items. To comply with federal and state requirements emphasis in outreach efforts to the traditionally underrepresented and underserved populations such as the elderly, disabled, low income, and minority (i.e., Black, Hispanic, Asian American, American Indian /Alaskan Native, and Pacific Islander) are being implemented.

Given the considerable geographical expanse of the County and the constraints inherent with limited staffing, the ICLTC will continue to maintain and expand email address inventories to enhance access and participation relevant to transportation issues. An ICLTC website is online and is updated regularly to enhance public participation <https://www.inyocounty.us/services/public-works/invo-county-local-transportation-commission> . The ICLTC is prepared to participate in or schedule public meetings to discuss relevant transportation issues, as the need arises.

Summary of FY 2023-2024 Work and Accomplishments

- Prepare and conduct monthly ICLTC meetings.
- Attend monthly RCTF and RTPA meetings.
- Prepare responses to FY20-21 and FY21-22 financial audits.
- Annual SSTAC advisory and public hearings for unmet transit needs
- Coordinate with MOU partners to negotiate Kern payback of STIP funds to Inyo.
- Attend RTIP guideline workshops and STIP development hearings.
- Prepare successful Clean California Grant proposal.
- Prepare update with consultant to RTP and ATP
- Prepare and submit 2024 RTIP to the CTC
- Conducted outreach and plan for ATP grant proposal.
- Prepare and submit ATP grant proposal.
- Work with ESTA to submit SB 125 initial project list.

- Prepare and submit Report to the California legislature regarding Inyo County combined use routes.
- Begin implementation of STPG grant for EV network and infrastructure plan.

Core Planning Functions

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

Metropolitan Planning Organizations (MPO's) must identify the Core Planning Functions in their Overall Work Plans and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (TMAs)
- Annual Listing of Projects (MPOs)

The Core Planning Functions only partially apply to the ICLTC. The ICLTC completes an annual update to the OWP, engages in public participation, and completes an update to the Regional Transportation Plan every four years. The ICLTC as a rural transportation planning entity does not directly complete updates to the Federal Transportation Improvement Program. The California Department of Transportation is responsible for completing updates of the Federal Statewide Transportation Improvement Program (FSTIP) on behalf of the ICLTC and the ICLTC reviews and comments on the FSTIP on behalf of local agencies. Specific methods and tasks that address the Core Planning Functions are as follows:

- ❑ Work Element 100.1, Method/Task numbers 1, 5, 6, 7, & 8
- ❑ Work Element 110.1, Method/Task numbers 1 through 10
- ❑ Work Element 200.1, Method/Task numbers 1 through 5
- ❑ Work Element 400.1, Methods/Task number 1 & 7
- ❑ Work Element 400.3, Methods/Task numbers 1 through 3
- ❑ Work Element 500.1, Method/Task numbers 1, 2, 3, 10 & 11
- ❑ Work Element 510.1 Method/Task numbers 1 through 4
- ❑ Work Element 600.1, Method/Task numbers 1 through 6

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to

invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 / FAST Act requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

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

Outcome based performance measures are challenging for the ICLTC to implement due to the nature of the rural roads and the small population base of Inyo County. The ICLTC has maintained a Pavement Management Program to provide objective criteria for the selection of new transportation projects. The ICLTC is moving forward in several ways to make the City of Bishop and County of Inyo competitive for various grant programs that increasingly require additional performance criterion. Specific methods and tasks that address this emphasis area are as follows:

- ❑ Work Element 100.1, Method/Task numbers 5 & 7
- ❑ Work Element 300.1, Method/Task numbers 1 through 4
- ❑ Work Element 310.1, Method/Task numbers 3, 5, 6, 8, & 16
- ❑ Work Element 400.1, Methods/Task numbers 1, 4, & 11
- ❑ Work Element 400.2, Methods/Task numbers 1, 3, 5, 7, 8, 9, & 14
- ❑ Work Element 500.1, Method/Task numbers 5, 12, & 15
- ❑ Work Element 600.1, Method/Task numbers 1 through 6
- ❑ Work Element 700.1, Method/Task numbers 10, 12, 13, 14, 15, 17, 26, 27, 31, 34, 35, 39, 42, 44, 45, 46, 47, 48, 49, 50, & 51

State of Good Repair

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

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

- Work Element 300.1, Method/Task numbers 11 & 12
- Work Element 310.1, Method/Task numbers 11 & 14
- Work Element 400.3, Method/Task number 7
- Work Element 500.1, Method/Task numbers 1 & 2
- Work Element 510.1, Method/Task numbers 2, & 4
- Work Element 700.1, Method/Task numbers 58 & 60

FEDERAL PLANNING FACTORS

The federal planning factors in MAP-21 / FAST Act Section 134(h) should also be incorporated in the MPOs/RTPAs OWP. Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective. The Federal Planning Factors are revised or reinstated with new reauthorization. The ten planning factors (for both metro and statewide planning) are listed in the table below. Where the planning factor refers to a "Metropolitan area," the information applies to area communities instead.

Work Element	MAP-21 / FAST Act Planning Factors												
	100.1	110.1	200.1	300.1	310.1	400.1	400.2	400.3	400.4	500.1	510.1	600.1	700.1
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.						X	X	X	X	X	X		X
2. Increase the safety of the transportation system for motorized and non-motorized users.			X	X	X	X	X			X		X	
3. Increase the security of the transportation system for motorized and non-motorized users.				X	X	X	X						X
4. Increase the accessibility and mobility of people and for freight.	X	X	X	X	X	X	X	X		X	X		X

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.		X				X	X	X	X	X			
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X	X	X	X	X	X		X	X		X
7. Promote efficient system management and operation.	X	X	X	X	X			X	X				X
8. Emphasize the preservation of the existing			X			X	X	X				X	X

transportation system.													
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.			X			X	X			X	X	X	X
10. Enhance travel and tourism.			X			X	X	X		X	X		X

PLANNING ACTIVITIES

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

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

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

In consideration of the foregoing priorities, the 2024/2025 OWP includes the following work elements:

- 100.1 Compliance and Oversight
- 110.1 Overall Work Program
- 200.1 Regional Transportation Improvement Program
- 300.1 Administer Transit
- 310.1 Coordinate Transit Services
- 400.1 Project Development and Monitoring
- 400.2 Development of Grant Proposals
- 400.3 Sustainable Transportation Planning Grant Inyo County Electric Vehicle Charging Infrastructure & Network Plan
- 400.4 Monitor Changes in Revenue and Funding Structure
- 500.1 Coordination & Regional Planning
- 510.1 Regional Transportation Plan
- 600.1 PMS/GIS
- 700.1 Planning, Programming & Monitoring

WORK ELEMENT 100.1 Compliance and Oversight

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

Amendment No. 1 proposes adding \$11,193.54 of FY23-24 RPA Carryover to WE 100.1 to cover costs required for staff time associated with the Triennial Performance audit. Staff will be preparing a request for proposals for qualified performance audit consultants, and will be providing records and data, interacting with auditors, reviewing reports, etc.

Previous Work: Ongoing process. Each of the Methods/Tasks described below were completed in FY 2023-2024.

Products:

- Maintain records and minutes of ICLTC meetings and document Tribal government-to-government relations **Monthly**.
- Miscellaneous reports, correspondence, and documentation, coordinate activities between Caltrans, Tribal Governments, local agencies, and ICLTC.
- Respond to financial audits, provide backup, documentation, and explanations of transactions.

Methods/Tasks (for FY 2024/2025):

1. Prepare reports, agendas, correspondence, and documentation. **(Ongoing, ICLTC staff, consultants where applicable, including for the preparation of fiscal and performance audits)**
2. Attend RTPA and RCTF meetings in person or via teleconference as scheduled and meet with representatives of Caltrans and other agencies. **(Monthly, ICLTC staff)**
3. Perform liaison duties between ICLTC, Caltrans, and other local agencies. **(Monthly and as needed, ICLTC staff)**
4. Maintain records of ICLTC activities. **(Ongoing, ICLTC staff)**
5. Ensure that planning processes and products comply with the provisions of Title VI of the 1964 Civil Rights Acts and the President's Executive Order on Environmental Justice. **(Ongoing, as required, ICLTC staff)**
6. Coordinate, consult, and collaborate with the five Tribal Governments. **(As needed, ICLTC staff/ consultants)**
7. Comply with MAP-21 / FAST Act and monitor the State of California implementation of the Federal Transportation Reauthorization. **(As needed, ICLTC staff)**

8. Encourage public participation and awareness of regional transportation planning issues through such activities as:
- Advertising monthly and special meetings
 - Encouraging public meetings with Caltrans, local agencies, Tribal Governments, and the public.
 - Conducting public outreach through brochures and advertising.
 - Expand public outreach by the development and update of a mailing list of agencies and interested parties.
 - Improve public outreach by maintaining and expanding the list of email addresses of agencies and interested parties.
 - Maintain and update the ICLTC website:
<https://www.inyocounty.us/government/commissions/inyo-county-local-transportation-commission>
- (As needed, ICLTC staff)**
9. Maintain records of all Tribal Government consultation and outreach. **(As needed, ICLTC staff)**
10. Provide public interaction through answering LTC main phone number. **(Daily, ICLTC staff)**
11. In FY24-25 stream the LTC Meetings live using existing technology and infrastructure in the Inyo County Board Room and the Bishop City Council Chambers. **(Q1-Q4, ICLTC staff)**
12. Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**

Commented [JK1]: Add \$11,193.54

Funding Sources:

Rural Planning Assistance Funds:	\$95,000
Amendment No. 1 FY23-24 RPA Carryover	\$11,193.54
Total	\$106,193.54

WORK ELEMENT 110.1 Overall Work Program (OWP)

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

Previous Work:

- Development of the FY 2024-2025 OWP **(Q3-Q4)**
- Implementation of FY 2023-2024 Overall Work Program including quarterly reports **(Q1-Q4)**
- Amendment # 1 to the OWP **(November 2023)**
- Submittal of final certification of expenditures for RPA funds for FY 2022-2023 **(Q1)**
- Submittal of the final report of PPM funds for FY 2020-2021 **(Q3)**

Products (for FY 2024-2025): Quarterly and Final Reports, Amendments, Overall Work Program Agreement, correspondence and documentation, development of the 2025-2026 Overall Work Program.

Methods/Tasks (for FY 2024/2025):

1. Monitor implementation of FY 2024/2025 Overall Work Program. **(Monthly & Quarterly, ICLTC staff)**
2. Prepare amendments to incorporate changes or adjustments during the fiscal year. **(Q3, ICLTC staff)**
3. Prepare and process Overall Work Program Agreement. **(Q3-4, ICLTC staff)**
4. Prepare Draft and Final Overall Work Program for FY 2025/2026. Coordinate review and approval by Caltrans and ICLTC and incorporate review comments, as appropriate. (See task #10 below) **(Q3-4, ICLTC staff)**
5. Prepare OWP Quarterly Reports and present to the ICLTC. **(Quarterly, ICLTC staff)**
6. Prepare 2023-2024 OWP Final Report. **(Q1, ICLTC staff)**
7. Prepare invoices and financial records. **(Quarterly, ICLTC staff)**
8. Maintain records and documentation. **(Monthly, ICLTC staff)**
9. Seek public comment, input, and participation for tasks identified in the OWP. **(Q3, ICLTC staff)**

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

Funding Sources:

Rural Planning Assistance Funds:	\$10,000
Total	\$ 10,000

WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)

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

Previous Work:

- Implementation of the 2022 STIP **(July 2023 – December 2023)**
- Continuous monitoring of local agency projects, and coordination with Kern Cog on future programming in Inyo County **(July 2023 – June 2024)**
- Miscellaneous reports, correspondence and documentation associated with the implementation of the 2022 STIP **(July 2023-December 2023)**

Products (for FY 2023/2024):

- Development of the 2024 RTIP/STIP **(July 2023 - November 2023)**
- Continue MOU discussions/negotiations with neighboring agencies **(July 2023-June 2024)**

Methods/Tasks (for FY 2024/2025):

1. Monitor progress and programming of State highway projects in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOUs with Caltrans and MOUs with neighboring agencies. **(Quarterly, as needed, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(Quarterly, as needed, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(Quarterly, ICLTC staff)**
4. Implement the 2024 Regional Transportation Improvement Program (RTIP). **(Quarterly, ICLTC staff)**

5. Attend California Transportation Commission meetings as necessary. **(As needed, ICLTC staff)**

Funding Source:

Rural Planning Assistance Funds (RPA): \$ 3,000
Total: \$ 3,000

WORK ELEMENT 300.1 Administer Transit

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

Previous Work: On-going annual administration of the TDA. Each of the Methods/Tasks described in this work element were completed in FY 2023-2024. This included the completion of a Financial Audit. Prepared and submitted semi-annual and final reports for the PTMISEA. Submitted semiannual reports for State of Good Repair (SGR) funds and submitted final project status report for FY22-23 SGR. Prepared monthly and quarterly journal entries to reimburse ESTA for TDA funding.

Products:

- New in FY2023-2024, worked with ESTA staff to submit the SB125 Initial Allocation Request for Transit & Inner-City Rail Program (TIRCP) funding to reduce emissions and increase ridership.
- Each of the Methods/Tasks described below have specific products and will be completed in the upcoming fiscal year.

Methods/Tasks (for FY 2024/2025):

1. Receive claims for State Transit Assistance (STA) and Local Transportation Funds (LTF). **(Monthly (LTF), & Quarterly (STA, SGR), ICLTC staff)**
2. Conduct the unmet transit needs findings process and coordinate the development of services that meet the unmet transit needs. **(Q3-Q4, ICLTC staff)**
3. Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit service operations and local streets and roads, when appropriate. **(Quarterly, as needed, ICLTC staff)**

4. Review transit operations and make recommendations for adjustments in service, in accordance with TDA requirements, and research the required maintenance needs for alternatively fueled vehicles and infrastructure. **(Annually or as needed, ICLTC staff)**
5. Meet and confer with the Social Services Transportation Advisory Council in conformance with TDA Guidelines. **(Q3-Q4, ICLTC staff)**
6. Ensure completion of all TDA financial and performance audits for the ICLTC and ESTA. **(Q1-Q2, ICLTC staff)**
7. Implement recommendations set forth in the triennial performance audit of the ICLTC. **(Q1-Q4, ICLTC staff)**
8. Administer the Transportation Development Act. **(Q1-Q4, ICLTC staff)**
9. Maintain financial records of expenditures and allocations of Transportation Development Act funds. **(Monthly & Quarterly, ICLTC staff)**
10. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
11. Allocate funding for transit grant programs such as the LCTOP and the Senate Bill 1 State of Good Repair Program. **(Quarterly, ICLTC staff)**
12. Complete semi-annual and final reports for the Cal OES transit security grants, Low Carbon Transit Operations Program (LCTOP) SGR, and PTMISEA projects. **(Q1-Q4 ICLTC staff & ESTA staff)**
13. Provide public interaction through answering LTC main phone number and staffing a public office. **Daily (ICLTC staff)**

Funding Source:

Local Transportation Fund:	\$ 87,169
Total	\$ 87,169

WORK ELEMENT 310.1 Coordinate Transit Services

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

Previous Work:

- Implement recommendations from the Roles and Responsibilities Study examining the relationship between the governing boards of ESTA, the Mono LTC, and the ICLTC
- Coordinate with ESTA, ESAAA, and IMAH and make findings regarding various FTA transit grant applications **(Q3-Q4)**
- Review of the Draft Short Range Transit Plan **(When available)**

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

Methods/Tasks (for FY 2024/2025):

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

5. Evaluate Intelligent Transportation Systems (ITS) technology for coordinating and monitoring current transit services. **(As needed, ICLTC staff)**
6. Monitor and evaluate the interregional transit service. **(As needed, ICLTC staff)**
7. Work with ESTA to pursue the procurement of long-term funding to ensure the continuation of interregional transit service. **(As needed, ICLTC staff)**
8. Participate with Kern COG and Mono County to establish a comprehensive interregional transit service for the Eastern Sierra corridor. **(As needed, ICLTC staff).**
9. Participate with ESTA and regional partners to develop a consortium to explore opportunities to advance the siting and development of alternative fueling infrastructure, including hydrogen **(Q1-Q4, ICLTC staff/consultant).**
10. For Federal Transit Administration grants, ensure that the grant applications are consistent with, and derived from the Coordinated Public Transit- Human Services Transportation Plan for Inyo-Mono Counties. **(As needed, Q3-Q4, ICLTC staff).**
11. Refer to the Coordinated Public Transit - Human Services Transportation Plan for Inyo and Mono Counties as a reference in allocating TDA funds. (This task is only eligible to receive TDA funds) **(Annually, Q4, ICLTC staff).**
12. Assist ESTA with planning-related activities related to the update of ESTA's Short-Range Transit Plan. **(As needed, ICLTC staff).**
13. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff/consultant).**
14. Conduct outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority (i.e., Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and community leaders. **(As needed, ICLTC staff/consultant).**
15. Encourage local transit providers to submit applications for Federal Transit Administration grant programs (Sections 5304, 5310, 5311, and 5339) and coordinate with Caltrans in the review and submittal of these grant proposals. **(As needed, ICLTC staff/consultant).**
16. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily)**

- 17. Study transit strategy & options for recreational trailheads. **(As needed, & during the unmet transit needs process, Q3-Q4, ICLTC staff).**
- 18. Support transition to alternative fuel transit vehicles and re-fueling infrastructure. **(As needed, ICLTC staff).**

Funding Source:

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

WORK ELEMENT 400.1 Project Development & Monitoring

Purpose: With Inyo County, City of Bishop, and Caltrans; Implement goals set in the RTP. Reprioritize identified projects as appropriate. Assist with the visioning of local projects, including the review and preparation of planning documents. Prepare RTIP & ITIP funding requests, STIP amendments, and other CTC documents. In conjunction with Caltrans, monitor the progress of State projects on US 395 and other state roads as well as develop grant applications to win funding for prioritized projects. Allows the ICLTC to maximize staff capacity for the development of future projects and implementation & monitoring of recently successful grants, such as Clean California. Staff developed an Active Transportation Program grant proposal for Cycle 7. Develop PSR's to better position the LTC for funding opportunities. Anticipate an approximate additional \$25,000 of FY 2023-2024 carryover funds to incorporate into this work element.

Amendment No. 1 proposes adding **\$25,000** of FY23-24 RPA Carryover to WE 400.1 to increase the budget for the anticipated increase in staff time in preparation for the Connecting Tecopa Active Transportation Program Grant. Another goal of this work Element is to continue the development of a project study report equivalent for Old Spanish Trail Highway. Develop cost estimate for the environmental phase in anticipation of applying for the Rural Tribal Pilot Assistance Program. Apply for a Safe Streets for All (SS4A) federal grant program to develop a DOT compliant Safety Action Plan to supplement and improve upon the Local Road Safety Plan (LRSP) **(Q3-4, ICLTC staff, consultant).**

Previous Work (from FY 2023/2024):

- Began implementation of a Highway Safety Improvement Program (HSIP) grant to install safety improvements on Old Spanish Trail over Emigrant Pass.
- Continued to monitor and develop local road projects **(Ongoing)**
- Engaged County and City on 2024 RTIP needs.
- ICLTC staff attended Active Transportation Program Cycle 7 Grant guideline workshops.

Products:

- Began coordination with FHWA Central Lands Division staff to implement the Federal Lands Access Program (FLAP) grant for Stateline Rd. **(Quarter 2)**
- Finalize the 2023 update to the Active Transportation Plan **(February 2024-February 2024)**
- Submitted two Cycle 7 Active Transportation Program grant applications, by Bishop City staff for Sierra Street improvements and by Inyo County staff for the town of Tecopa.
- Supported the Big Pine Paiute Tribe's ATP grant application efforts as needed.
- Prepare and Submit 2023 RTIP **(Q2)**.

Methods/Tasks (for FY 2024/2025):

1. Remain involved in the development and the allocation of funds for transportation planning-specific programs included in various funding programs such as: MAP-21 / FAST Act; Senate Bill 1, Road Repair and Accountability Act of 2017, Active Transportation Program, Sustainable Communities, Highway Safety Improvement Program, RAISE, Climate Adaptation Planning program, **Safe Streets For All, Rural Tribal Pilot Assistance Program**. **(Quarterly/As needed, ICLTC staff)**
2. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**
3. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local projects. **(As needed, ICLTC staff)**
4. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(Q1-Q4, ICLTC staff/consultant)**
5. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(Q1-Q4, ICLTC, consultant)**
6. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(Quarterly, As needed)**
7. Participate in public meetings and transportation studies to identify appropriate local projects that would be suitable for grant proposals. **(As needed, ICLTC staff, consultant)**

8. The ICLTC shall use performance measures in the evaluation and selection of future planning projects. **(As needed, ICLTC staff, consultant)**
9. Coordinate and consult with the five Tribal Governments. Share local traffic data to gain a clearer image of Inyo County’s traffic needs and potential project opportunities. **(As needed, ICLTC staff, consultant)**
10. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff, consultant)**
11. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sheriff to obtain data regarding fatal and severe injury collisions. **(Ongoing, as needed, ICLTC staff, consultant).**
12. Coordinate with agencies such as the Bureau of Land Management (BLM) and volunteer/stewardship groups to conduct traffic counts, evaluate signage, incursions by OHV’s onto non designated areas, and seek viable connections to designated areas, considering the future transition to street legal UTV’s in California **(Q1-Q4, ICLTC staff, volunteers).**
13. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen and alternative fueling stations in the region **(Q1-Q4, ICLTC staff).**

Work Element 400.1 Funding Sources:

Rural Planning Assistance fund	\$35,000
Amendment No1 FY23-24 RPA Carryover	\$25,000
Total	\$60,000

Commented [JK2]: Add \$25,000

WORK ELEMENT 400.2 Development of Grant Proposals

Purpose: Collaborate with Tribal organizations, the City of Bishop, and neighboring RTPA’s to pursue grant funding from a variety of sources. These may include but are not limited to, Caltrans Sustainable Transportation Planning Grants program, Clean California, RAISE and the Active Transportation Program.

Previous Work (from FY 2023/2024):

- Attended guideline development workshops for various grant programs, including Active Transportation Program, Climate Adaptation Planning, RAISE, HSIP.

- City of Bishop and Inyo County prepared and submitted grant proposals to the Active Transportation Program, Cycle 7.

Methods/Tasks (for FY 2024/2025):

1. Remain up to date in the development and the allocation of funds for transportation planning-specific programs included in various funding programs such as: MAP-21 / FAST Act; Senate Bill 1, Road Repair and Accountability Act of 2017, Active Transportation Program, Sustainable Communities, Reconnecting Communities, Clean California, Active Transportation Program, Highway Safety Improvement Program. **(Quarterly/As needed, ICLTC staff)**
2. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, electric vehicles, human powered or other. **(As needed, ICLTC staff, consultant)**
3. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**
4. Engage consultant(s) to assist the City of Bishop and the County to develop grant proposals.
5. Ensure that safety, connectivity, and Complete Streets are considered in the preparation of grant proposals for proposed local and Caltrans projects. **(As needed, ICLTC staff)**
6. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects and incorporate into grant proposals. **(Q1-Q4, as needed, ICLTC staff/consultant)**
7. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(Q1-Q4, as needed, ICLTC, consultant)**
8. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(Quarterly, As needed)**
9. Participate in public meetings and transportation studies to identify and match appropriate local projects with funding sources to address local and regional transportation needs. **(As needed, ICLTC staff, consultant)**

10. The ICLTC shall use performance measures in the evaluation of projects for potential grant proposals. **(As needed, ICLTC staff, consultant)**
11. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff, consultant)**
12. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff, consultant)**
13. Review the County and City-wide Active Regional and Community Plans, Active Transportation Plans. Identify suitable projects for potential grant proposal development. **(Q1-Q4, ICLTC staff, consultant)**
14. Coordinate with Caltrans, California Highway Patrol, the public, and Inyo County Sheriff to identify safety concerns, paying special notice to fatal and severe injury collisions. **(Ongoing, as needed, ICLTC staff, consultant)**

Work Element 400.2 Funding Sources:

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

WORK ELEMENT 400.3 Inyo County Electric Vehicle Charging Infrastructure and Network Plan (ICEVCINP)

Purpose: Administer and implement the Sustainable Transportation Planning Grant to develop a plan for expanding and strengthening the public EV charging infrastructure network in Inyo County. The Plan will also create a roadmap for future installation of EV charging infrastructure on County properties, conversion of the County fleet to EV, and a high-level overview of the potential for hydrogen fueling infrastructure.

Previous Work (from FY 2023/2024):

- Prepared Request for Proposals to procure a consultant to prepare the ICEVCINP and executed a contract.
- Conducted kickoff meeting with Caltrans.
- Began work on Tasks 1 and 2 of grant, Stakeholder coordination and Committee development.

Methods/Tasks (for FY 2024/2025):

CURRENT FISCAL YEAR

Task 01 Project Administration

- a) Provide meeting notes to Caltrans (**Quarterly, ICLTC staff**)
- b) Monitor work and expenses according to scope of work and cost schedule (**Quarterly, ICLTC staff, consultant**).
- c) Quarterly invoices and Progress reports (**Quarterly, ICLTC staff**).
- d) Project administration of up to 5% for preparing quarterly reports, invoicing, and kick-off meeting (**Quarterly, ICLTC staff**).
- e) Amendments to consultant contract (if applicable) (**ICLTC staff**)
- f) Monthly meeting minutes (**Monthly, ICLTC staff and consultant**)

Task 1 Stakeholder Coordination

- a) Develop stakeholder database and summarize input from stakeholders (**Q1 FY24-25, ICLTC staff, consultant**).

Task 2 Stakeholder Advisory Committee

- a) Develop Stakeholder advisory committee member list and kickoff meeting (**Q1 – Q2 FY24-25, ICLTC staff**).
- b) Travel expenses to attend in person meetings (**As needed, ICLTC staff, consultant**).

Task 3 Public Outreach

- a) Develop Community Survey & Presentation materials in English and Spanish (**Q1 – Q2 FY24-25, Consultant**)
- b) Develop interactive map tool using GIS to gather community input for high priority locations (**Q1-2 FY24-25 ICLTC staff, consultant**).
- c) Contact Tribal governments to coordinate timelines and assess future EV planning efforts (**Q1 FY24-25, ICLTC staff, consultant**).
- d) Coordinate with the City of Bishop to complement the City's existing and future planning efforts (**Q1 FY24-25, ICLTC staff, consultant**).
- e) Conduct virtual and in person outreach and engagement workshops (**as needed, ICLTC staff, consultant**).

- f) Bilingual services for interpreting or translating materials or meetings (**as needed, consultant**).
- g) Travel expenses to attend in person workshops (**As needed, ICLTC staff, consultant**).

Task 4 Existing Conditions

- a) Conduct economic analysis evaluating financial investment requirements and economic costs and benefits of EV infrastructure implementation (**Q1 FY24-25, ICLTC staff, consultant**).

FUTURE

Task 1 Stakeholder Coordination and Task 2 Stakeholder Advisory Committee meetings – continue throughout the project.

Task 3 Public Outreach – continues throughout the life of the project.

Task 5 Siting Analysis

- a) Conduct site analysis to identify potential sites for EV charging at County facilities and elsewhere. Contact property owners of the recommendations (**Q1 FY24-25, ICLTC staff, consultant**).

Task 6 Infrastructure Analysis

- a) Assess current and future capacity of the electric grid and future capacity to support hydrogen fueling infrastructure (**Q3-4 FY24-25, ICLTC staff, consultant**).

Task 7 County Fleet Transition Analysis

- a) Conduct analysis of economic costs and benefits of County fleet transition to EV (**Q2-3 FY24-25, ICLTC staff, consultant**).

Task 8 Economic Analysis

- a) Evaluate economic costs and benefits to implementation, on-going maintenance costs, potential revenue, and grant sources for implementation (**Q2 FY24-25, ICLTC staff, consultant**).

Task 10 Draft and Final report as deliverables (**Q2-3 FY25-26, ICLTC staff, consultant**).

- a) Respond to comments received in draft plan (**Q2-3 FY25-26, ICLTC staff, consultant**).

Task 11 Presentation to Board of Supervisors of final plan (**Q2-3 FY25-26, ICLTC staff, consultant**).

Work Element 400.3 Funding Sources:

RMRA Funds	\$ 201,500
Programming, Planning Monitoring funds 11.47% in match (staff time)	\$20,000 (est.)
Total	\$221,500

Work Element 400.4 Monitor Changes in Transportation Revenue and Funding Structure

Purpose: Transportation funding continually evolves as a result of a combination of factors, including but not limited to climate change, political dynamics, ongoing research and safety concerns. Work Element 400.4 has been added this year to ensure active engagement with upcoming and important changes in funding structures, whether it comes from fundamental changes in fuel tax structure, or as a result augmented grant and funding opportunities from the 2021 Infrastructure Investment and Jobs Act.

Previous Work (from FY 2023/2024):

- Attended bi-monthly RTPA and RCTF meetings.
- Attended CTC meetings when possible.
- Monitored the development of the Kern Cog RTIP.

Methods/Tasks (for FY 2024/2025):

1. Participate in Caltrans Division of Local Assistance Local Assistance Training Days, and program funding webinars **(Quarterly, ICLTC staff)**.
2. Monitor funding changes and opportunities at federal level, including the Federal Highway Administration (FHWA), federal EV funding grants, and Federal-aid Highway Program funds **(as needed, ICLCT staff)**.
3. Remain current on the developments of the Road Charge Technical Advisory Committee **(as needed, ICLCT staff)**
4. Participate in bi-monthly RCTF and RTPA meetings **(Monthly, ICLTC staff)**.

Funding Source:

Rural Planning Assistance:	\$ 2,000
Total	\$ 2,000

WORK ELEMENT 500.1 Coordination & Regional Planning

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

Amendment No. 1 proposes adding \$5,000 of FY23-24 RPA Carryover to WE 500.1 for continued engagement in regional planning issues, including the Fort Independence Transportation Plan, Big Pine and Tribe Active Transportation Plan. Continue efforts to develop a strategy to leverage local funds for regional projects, for the purpose of increasing competitiveness for discretionary funding.

Previous Work:

- Monitor issues discussed by the Rural Counties Task Force. **(Bi-monthly, ICLTC staff)**
- Monitor issues discussed by the RTPA meeting group **(Monthly, ICLTC staff)**
- Coordinate with Mono County on potential renewal of Tri-County MOU. **(Q1, Q3-Q4, ICLTC staff)**
- Senate Bill 402 Implementation **(Ongoing until December 31, 2024)**
- Collaborate with Eastern Sierra Council of Governments (ESCOG) and Caltrans staff on Regional Projects, such as the Reconnecting Communities Highways to Boulevards grant program.

Products:

- Prepared report to the California Legislature regarding combined use routes per SB 402 **(FY23-24 Q1-2, ICLTC staff)**.
- Regular maintenance of the ICLTC website. **(Monthly, ICLTC staff)**
<https://www.inyocounty.us/government/commissions/inyo-county-local-transportation-commission>
- Coordination with Kern COG to program \$3.4 million of STIP funds for Inyo project.

Methods/Tasks (for FY 2024/2025):

1. Participate and coordinate in activities between Caltrans, ICLTC, ESTA and the ESCOG. **(Quarterly/As needed, ICLTC staff)**
2. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(Monthly & as needed, ICLTC staff)**
3. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents,

whether urban, rural, traditional vehicles, electric vehicles, human powered or other. **(As needed, ICLTC staff, consultant)**

4. Require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc. **(As needed, ICLTC staff, consultant)**
5. Participate in Intelligent Transportation Systems (ITS) training as offered for qualified County, State, Federal and other agencies, or organizations. **(As needed, ICLTC staff)**
6. Participate and coordinate with the Rural Counties Task Force (RCTF). **(Bi-Monthly, ICLTC staff)**
7. Participate and coordinate with the RTPA meeting group. **(Monthly, ICLTC staff)**
8. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects. **Develop strategies to increase discretionary funding for regional projects, including leveraging funding goals and/or policies that can be incorporated into the Regional Transportation Plan (Quarterly/As needed, ICLTC staff)**
9. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); MAP-21 / FAST Act, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(As needed, ICLTC staff, consultant)**
10. Coordinate with Tribal Governments to consider submittals of County and City roads, routes, and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(As needed, ICLTC staff, consultant)**
11. Coordinate with Tribal Governments to apply for grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff, consultant)**
12. Evaluate the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628 and Senate Bills 1354 & 402. These bills established a pilot program specific to Inyo County where certain non-street legal vehicles are allowed to operate on County maintained roadways and to cross the State Highway in several locations. Monitor issues related to the designation of combined use roads and seek public feedback. This task was initiated in FY 2012-2013 and will be carried over into FY 2024-2025. The pilot program was extended and will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(Quarterly/As needed FY24-25, ICLTC staff).**

13. Coordinate with agencies such as the Bureau of Land Management (BLM) and volunteer/stewardship groups to conduct traffic counts, evaluate signage, incursions by OHV's onto non designated areas, and seek viable connections to designated areas, considering the future transition to street legal UTV's in California **(Q1-Q4, ICLTC staff, volunteers)**.
14. Participate as a technical advisory committee member for Caltrans District 9 ITS Study. **(As needed, ICLTC staff)**.
15. Implement the 2023 Regional Transportation Plan. **(Q1-Q4, ICLTC staff)**.
16. Continue further research, discussion and planning regarding traffic and truck patterns in Bishop, specifically as it relates to the City's interest in pursuing a re-route or bypass to improve the accessibility and walkability of downtown Bishop. **(Q1-Q4, ICLTC staff, consultant)**.
17. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen and alternative fueling stations in the region **(Q1-Q4, ICLTC staff)**.

Funding Source:

Rural Planning Assistance:	\$ 10,000
Amendment No1 FY23-24 RPA Carryover	\$5,000
Total	\$ 15,000

Commented [JK3]: Add \$5,000

WORK ELEMENT 510.1 Regional Transportation Plan

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

Previous work:

- Monitor implementation of the Inyo County Regional Transportation Plan 2019 and 2023 Update. **(Q1-Q4)**
- worked with LSC Consulting, Inc. to prepare the 2023 RTP update. **(Q1-Q2)**

Products: 2023 Regional Transportation Plan

Methods/Tasks (for 2024-2025 FY)

1. Monitor the implementation of the 2023 RTP. **(Q1-Q2, ICLTC staff, consultant)**
2. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the implementation of year-round commercial air service. **(Q1-Q45, ICLTC staff, consultant).**
3. Identify opportunities for the siting of alternative fueling infrastructure, including hydrogen **(Q1-Q45, ICLTC staff, consultant).**
4. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(Q1-Q4, ICLTC staff, consultant)**
5. Coordinate with transit operator to evaluate current information on the state of transit assets **(Q1-Q4, ICLTC staff, consultant)**

Funding Source:

Rural Planning Assistance:	\$ 2,000
Total	\$ 2,000

WORK ELEMENT 600.1 PMP/GIS

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

The PMP has been integrated with County GIS to provide for easy identification of current projects that are being funded with State and Federal funds and to identify the network of roads within the City and County. The information in this work element is fundamental to the development of the RTP and RTIP.

Previous Work:

- The PMP was brought in-house. In FY19-20. Staff attended training, developed a new capital improvement plan, and surveyed approximately 1/3 of the road network. Every year, 1/3 of the local roads must be surveyed to ensure the road conditions are assessed every three years. Staff began cross training and integrating fieldwork data collection in the PMP/GIS system. We also purchased new software. In FY22-23 in-house staff conducted a third 1/3 of data collection. The plan is to train more junior employees to assist in the PMP. In FY23-24, staffing challenges created a gap in PMP data collection. There is a need to bring the data up to current conditions.

Products: Pavement Management Annual Update, Capital Improvement Plan

Methods/Tasks (for FY 2024/2025):

1. Consider securing a consultant to prepare the update to the Pavement Management Plan for the County of Inyo and for the City of Bishop. The Pavement Management Plan informs the Action Element of the RTP and the development of future RTIPs. This task includes:
 - Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Evaluate traffic classifications, street designations, materials and standards.
 - Develop procedures, standards and impact fees to protect the public investment in streets.

2. update the 3-year pavement management plan and capital improvement plan. **(Q1-Q4, ICLTC staff)**
3. Develop Capital Improvement Plan for County and City roads using most cost-effective rehabilitation strategies. **(Q1-Q4, ICLTC staff)**
4. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(Q1-Q4, ICLTC staff)**
5. Work with Caltrans to integrate regional GIS data. **(Q1-Q4, ICLTC staff)**
6. Develop a plan to collect GPS data on local streets and roads to incorporate into GIS applications. This includes taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(Q1-Q4, ICLTC staff)**

Funding Source:

Rural Planning Assistance:	\$ 48,000
Total	\$ 48,000

WORK ELEMENT 700.1 Planning, Programming, and Monitoring

Purpose: The purpose of this work element is to plan and administer state transportation planning funds and improvement programs associated with statewide transportation planning. This includes participation with Caltrans and the California Transportation Commission funding programs and opportunities. These duties are funded by exclusively PPM funds. A majority of the tasks described here are the same as those in Work Elements 200.1, 400.1, 400.2, 400.4, 500.1, 510.1 and 600.1. Generally, the goal is:

- Development and implementation of the Regional Transportation Improvement Program (RTIP).
- RTIP and State Transportation Improvement Program (STIP) amendments as needed.
- Preparation and review of allocation, extension, and amendment requests from project sponsors.
- Assist project sponsors in filing required paperwork to Caltrans and California Transportation Commission (CTC).
- Monitoring the progress of state and federally funded projects, including project delivery, timely use of funds, and compliance with State law and CTC Guidelines.
- Coordination with Caltrans on state highway projects, including PIDs.
- Process/monitor state and federal funding programs.

- Prepare state and federally mandated reports, including DBE reports, obligation reports, Regional Transportation Plan (RTP), bicycle planning, coordinated human services plan.
- Meetings with CTC and Caltrans, including Regional Transportation Planning Agency (RTPA) group and RCTF, STIP workshops, Local Assistance trainings.
- RTP development.
- MAP-21 / FAST Act implementation.
- Data collection for Performance Measures and the RTP.
- Outreach and engagement activities to gauge community interest and input for potential grant and projects.

Previous Work:

- Implementation of the 2022 STIP and development of the 2024 RTIP. **(Q1-Q4, ICLTC staff)**
- Continuous monitoring of local agency projects and coordination with District 9 on future programming on the State Highways. **(Q1-Q4, ICLTC staff)**
- Apply for HSIP grant funds, Sustainable Transportation Planning grant funds, Climate Adaptation Planning grant funds. **(Q1-Q4, ICLTC staff, consultant)**
- Conduct traffic counts to monitor transportation system. **(As needed, ICLTC staff)**
- Collect PMP data to continue improvement to the in-house pavement management system. **(Q1-Q4, ICLTC staff, consultant)**
- Implementation of goals, policies, and objectives set forth in the RTP. **(Q1-Q4, ICLTC staff)**
- Continue to monitor combined use routes established pursuant to Assembly Bill 628 and Senate Bills 1354 & 402. **(Q1-Q4, ICLTC staff)**
- Update surveying, traffic data collection capabilities and trained additional staff. **(Q1-Q4, ICLTC staff)**
-

Methods/Tasks (for FY 2024/2025):

1. Monitor progress and programming of State highway projects in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOUs with Caltrans and MOUs with neighboring agencies. **(Q1-Q4, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(Q1-Q4, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(As needed, ICLTC staff)**
4. Implementation of the 2024 Regional Transportation Improvement Program (RTIP). **(Q1-Q4, ICLTC staff)**

5. Attend California Transportation Commission meetings as necessary. **(Quarterly/As needed, ICLTC staff)**
6. Complete project specific tasks related to the implementation of the 2024 STIP. **(Q1-Q4, ICLTC staff)**
7. Monitor and assist with planning pursuant to continued progress of local projects and State highway projects. **(As needed, ICLTC staff)**
8. Provide planning assistance involving identification and development of local grant projects. **(As needed, ICLTC staff, consultant)**
9. Remain involved in the development and the allocation of funds for transportation and planning programs included in MAP-21 / FAST Act such as the Active Transportation Program, Sustainable Communities, etc. **(As needed, ICLTC staff, consultant)**
10. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**
11. Facilitate adequate public involvement and participation in the planning of local and State projects. **(As needed, ICLTC staff, consultant)**
12. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local and Caltrans projects. **(As needed, ICLTC staff)**
13. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(As needed, ICLTC staff, consultant)**
14. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(As needed, ICLTC staff, consultant)**
15. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(As needed, ICLTC staff, consultant)**
16. Participate in public meetings and transportation studies to identify appropriate local projects to address local and regional transportation problems. **(As needed, ICLTC staff)**

17. Ensure access-management issues are included with all project review on local streets and roads and the state highway system. **(As needed, ICLTC staff)**
18. The ICLTC shall use performance measures in the evaluation and selection of future projects. **(As needed, ICLTC staff)**
19. Adhere to a system-wide Disadvantaged Business Enterprises (DBE) program.
This task is not for specific projects. It is for the overall DBE program **(As needed, ICLTC staff)**.
20. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff)**
21. For local land division projects, address dedication for right-of-way (ROW) needs and perfection of ROW title for State and local roadways. **(As needed, ICLTC staff)**
22. Secure a consultant to complete grant applications for a variety of programs such as the Active Transportation Program, FLAP, Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Clean California, Sustainable Transportation Program, and the Highway Safety Improvement Program. **(As needed, ICLTC staff)**
23. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff)**
24. Update the County and City-wide Active Transportation Plan. Continue to identify potential bicycle and pedestrian projects. **(As needed, ICLTC staff)**
25. Work with the Inyo National Forest and Bureau of Land Management to obtain permanent easements and/or perfect right of way for County maintained roads. (As needed, ICLTC staff)
26. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sheriff to focus on safety in public outreach and paying special notice to fatal and severe injury collisions. **(As needed, ICLTC staff, consultant)**
27. Develop Project Study Reports (PSRs) or PSR Equivalents. **(As needed, ICLTC staff, consultant)**
28. Attend trainings to develop local agency staff's ability to deliver Federal Aid and other types of transportation projects (Federal Aid training, Resident Engineers Academy and other similar trainings) **(As needed, ICLTC staff)**
29. Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership. **(As needed, ICLTC staff)**

30. Coordinate with Caltrans on transportation planning activities such as:
- System Level Planning Documents (Corridor Management Plans)
 - Project specific public involvement activities
 - Truck traffic on Bishop Main Street
 - West Line Street improvements
 - Eastern Sierra Corridor Freight Study
 - Caltrans District 9 Intelligent Transportation System (ITS) Master Plan
 - Bishop Paiute Tribal Transportation Planning Project
 - Olancho-Cartago Sustainable Corridor Study
 - EV charging infrastructure planning
 - Lone Pine Visioning Committee
- (As needed, ICLTC staff)**
31. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(As needed, ICLTC staff, consultant)**
32. Ensure that planning and transportation operations address the needs and issues of all constituents. **(As needed, ICLTC staff, consultant)**
33. Require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc. **(As needed, ICLTC staff, consultant)**
34. Participate in Intelligent Transportation Systems (ITS) trainings. **(As needed, ICLTC staff)**
35. Participate and coordinate with the Rural Counties Task Force (RCTF) and attend monthly RTPA meetings. **(Monthly/As needed, ICLTC staff)**
36. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects. **(As needed, ICLTC staff)**
37. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); MAP-21 / FAST Act, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(As needed, ICLTC staff, consultant)**
38. Implement ITS traffic circulation recommendations that develop out of community planning efforts. **(As needed, ICLTC staff, consultant)**

39. Coordinate with Tribal Governments to consider submittals of County and City roads, routes and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(As needed, ICLTC staff, consultant)**
40. Coordinate with Tribal Governments to apply for grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff, consultant)**
41. Implement planning-related proposals included in the Eastern Sierra Corridor Enhancement Plan for US 395 if feasible. **(As needed, ICLTC staff)**
42. Evaluate and implement the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628, Senate Bills 1345 & 402. This task was initiated in FY 2012-2013 and will be carried over into FY 2024-2025. The pilot program will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(Q1-Q4, ICLTC staff).**
43. Coordinate with agencies such as the Bureau of Land Management (BLM) and volunteer/stewardship groups to conduct traffic counts, evaluate signage, incursions by OHV's onto non designated areas, and seek viable connections to designated areas, considering the future transition to street legal UTV's in California (Q1-Q4, ICLTC staff, volunteers).
44. Development and update of a Pavement Management System for the County of Inyo as follows:
- Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Evaluate traffic classifications, street designations, materials, and standards.
 - Develop procedures, standards, and impact fees to protect the public investment in streets.
 - Develop a computerized 3-year pavement management plan and capital improvement plan. **(Q1-Q4, ICLTC staff)**
45. Update the City and County Pavement Management Plan (PMP), with 1/3 of the system being updated each year. This work element is used for PMP activities if RPA funds are exhausted. **(Q1-Q4, ICLTC staff)**
46. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies. **(As needed, ICLTC staff)**
47. Use ArcView or ArcMap to develop countywide GIS database that will identify and characterize current projects; and characterize County and City roads for general planning and management purposes. This task includes GIS-related trainings for City and County staff. **(As needed, ICLTC staff)**

48. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(As needed, ICLTC staff)**
49. Work with Caltrans to integrate regional GIS data. **(As needed, ICLTC staff)**
50. Collect GPS data on local streets and roads to incorporate into GIS applications. This includes taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(Q1-Q4, ICLTC staff)**
51. Purchase FAA approved drone for the monitoring of construction or project progress, identification of bottlenecks, and review of real-time data on project resource use. **(As needed, ICLTC staff)**
52. Purchase video or stop-motion traffic counters to assist with monitoring road use, use trends, and to differentiate between vehicle types (cars, trucks, motorcycles, bicycles, non-street legal vehicles, and pedestrians). **(As needed, ICLTC staff)**
53. As needed, purchase updated Trimble surveying software and new data collector to facilitate road GIS mapping, data collection and pavement management. **(As needed, ICLTC staff)**
54. Pay for training as needed to use existing engineering staff to collect GIS, pavement data and other data with new data collector and software. **(As needed, ICLTC staff)**
55. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
56. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily, ICLTC staff)**
57. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. Ensure planning projects consider and address the needs of traditionally underrepresented populations /groups and Tribal Governments. **(As needed, ICLTC staff, consultant)**
58. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(As needed, ICLTC staff)**
59. Implement the 2024 RTIP. **(Q1-Q4, ICLTC staff)**
60. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the anticipation/implementation of year-round commercial air service. **(As needed, ICLTC staff)**

- 61. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(As needed, ICLTC staff)**
- 62. Coordinate with transit operator to evaluate current information on the state of transit assets, and research the required maintenance needs for alternatively fueled vehicles and infrastructure. **(As needed, ICLTC staff)**
- 63. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen fueling stations in the region (Q1-Q4, ICLTC staff).

Funding Source:

Planning, Programming and Monitoring Fund (FY22-23 and FY23-24): \$ 157,000

Total = \$ 157,000

INYO COUNTY LOCAL TRANSPORTATION COMMISSION
2024/2025 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE					TOTAL
Number	Description	RMRA	RPA	RPA-CO*	LTF	PPM	
100.1	Compliance and Oversight		\$95,000	\$11,193.54			\$106,193.54
110.1	Overall Work Program		\$10,000				\$10,000
200.1	Regional Transportation Improvement Program		\$3,000				\$3,000
300.1	Administer Transit				\$87,169		\$87,169
310.1	Coordinate Transit Services				\$10,000		\$10,000
400.1	Project Development & Monitoring		\$35,000	\$25,000			\$60,000
400.2	Development of Grant Proposals		\$25,000				\$25,000
400.3	Inyo County Electric Vehicle Charging Infrastructure and Network Plan	\$201,500				\$20,000 11.47% Match (est. expended \$3,112 in FY23-24)	\$221,500
400.4	Monitor changes in Transportation Funding		\$2,000				\$2,000
500.1	Regional Transportation Plan Coordination & Regional Planning		\$10,000	\$5,000			\$15,000
510.1	Regional Transportation Plan		\$2,000				\$2,000
600.1	PMP/GIS		\$48,000				\$48,000
700.1	Planning, Programming, & Monitoring					\$157,000	\$157,000
	TOTALS	\$201,500	\$230,000	\$41,193.54*	\$97,169	\$177,000**	\$746,862.54

*The ICLTC will receive a carry-over of FY23-24 RPA funds of \$41,193.54 in addition to \$230,000.

**FY2023-2024 & FY2024-2025 PPM Funding

Glossary of Terms and Acronyms

Active Transportation Plan: Identifies a network of pedestrian and bicycle facilities and projects to support pedestrian and bicycle safety for people of all ages and abilities. Specifically, the Active Transportation Plan aims to:

- Identify barriers and innovative solutions to encourage walking and bicycling as viable travel modes. Effectively build on recently completed and current active transportation planning efforts.
- Develop walking/bicycling networks supportive of existing and future land uses and projects.
- Develop a clearly defined implementation strategy with specific, creative, yet practical and financially feasible projects matched to specific funding opportunities.

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Airport Land Use Compatibility Plan (ALUCP): A document referred to by ALUCs and individuals seeking to review standards for land use planning in the vicinity of an airport. The ALUCP defines compatible land uses for noise, safety, airspace protection, and overflight within the Airport Influence Area (AIA).

Allocation: A distribution of funds by formula or agreement. With regard to Transportation Development Act funds, allocation is the discretionary action by the RTPA which designates funds for a specific claimant for a specific purpose.

Apportionment: Distribution of funds by a formula. Apportionment under the Transportation Development Act is the determination by the RTPA of each area's share of anticipated LTF for the ensuing fiscal year.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Capital Improvement Program (CIP) or Capital Improvement Plan: A short-range plan, which identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for financing the plan.

Congestion Mitigation and Air Quality (CMAQ): A federal funding program that is available in certain counties for transportation projects that demonstrate emission reductions to help attain federal air quality standards. Project categories eligible for CMAQ funding include:

- Alternative fuels and vehicles
- Congestion reduction and traffic flow improvements
- Transit improvements
- Bicycle and pedestrian facilities
- Public education and outreach
- Diesel engine retrofits
- Carpooling and van pooling

Projects are submitted by local jurisdictions for consideration and are ranked based upon air quality benefits and project readiness. RTPA's then rank and choose projects to be funded.

Corridor System Management Plan (CSMP): Foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along a corridor is provided in the most efficient and effective manner possible.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Federal Transit Administration (FTA): A federal agency that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries.

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FTA Section 5310: This program set forth in United States Code (U.S.C.) Title 49 Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

FTA Section 5311: This program set forth in United States Code (U.S.C.) Title 49 Section 5311 provides grants for Rural Areas providing capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Level of Service (LOS): A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like speed, density, etc. North American highway LOS standards use letters A through F, with A being the best and F being the worst, like academic grading.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Overall Work Program (OWP): ICLTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- Regional transportation planning – includes development and preparation of the regional transportation plan.

- Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies.
- Program development – includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Plans, Specifications, and Estimates (PS&E): In this stage of project development, the scope of the selected alternative is refined; design surveys and photogrammetric mapping is obtained; and reports including traffic data, hydrology and hydraulics, geotechnical design, pavement design, and materials and sound wall design reports are completed. Final right-of-way requirements are determined, and procurement is initiated. At the completion of the PS&E stage, a complete set of project plans have been developed that will allow a competent contractor to bid and build the project. These plans include a refined estimate of the construction costs and any required specifications on how the work is to proceed.

Project Approval and Environmental Documentation (PA/ED): The PA/ED step of project development reinforces the philosophy of balancing transportation needs with community goals and values. Outputs of the ICLTC Final 2022/23 Overall Work Program are the project study report and environmental document.

Project Initiation Document (PID): A report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA): PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation, or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller’s Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

Regional Improvement Program (RIP): The RIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second

program, the Interregional Improvement Program receives 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

Regional Surface Transportation Program (RSTP): The RSTP was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State exchanges these federal funds for less restrictive state funds to maximize the ability of local agencies to use the funds for transportation purposes including planning, construction of improvements, maintenance and operation of public streets, and pedestrian and bicycle projects.

Regional Transportation Improvement Program (RTIP): ICLTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Inyo County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Inyo County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Inyo County, ICLTC coordinates transportation planning for Inyo County and the City of Bishop.

Request for Proposal (RFP): A document that solicits proposals, often made through a bidding process, by an agency or company interested in procurement of a commodity, service, or asset, to potential suppliers to submit business proposals.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A staff member on behalf of the ICLTC attends these meetings. The CTC acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the public, seniors and/or disabled; social service providers for seniors, disabled, and

persons of limited means; and local consolidated transportation service agencies. The SSTAC meets at least once annually and has the following responsibilities:

- To maintain and improve transportation services to the residents of Inyo County, particularly the elderly and disabled.
- Review and recommend action to the ICLTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Highway Operations and Protection Program (SHOPP): The SHOPP is a four-year listing of projects prepared by Caltrans.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program, and the Interregional Improvement Program.

Transit Development Plan (TDP): Transit Development Plans study the County's transit services. They help identify transit service needs, prioritize improvements, and determine the resources required for implementing modified or new services. The plans also provide a foundation for requests for State and federal funding.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of ICLTC's major responsibilities is the administration of TDA funding in Inyo County.

Travel Demand Model (also Traffic Model): A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. In general, travel analysis is performed to assist decision makers in making informed transportation planning decisions. The strength of modern travel demand forecasting is the ability to ask critical "what if" questions about proposed plans and policies.

Vehicle Miles Traveled (VMT): VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such

as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.