



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



P.O. DRAWER Q
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Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514

Justine Kokx is inviting you to a scheduled Zoom meeting.
Time: Sep 27, 2023, 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/88069309012?pwd=a3NONW0yRTlhN3hma3hIUUZPWmcxUT09>

Meeting ID: 880 6930 9012

Passcode: 855216

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

September 27, 2023

9:00 a.m. Open Meeting

Chairperson Celeste Berg to participate virtually from 382 Miramonte Pl, Santa Rosa, CA 95409

1. Roll Call
2. Public Comment

ACTION ITEMS

1. Consent Agenda
 - a. Approve the virtual participation by Chair Berg in accordance with AB 2449
 - b. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of August 16, 2023.
 - c. State of Good Repair ESTA

Chair Celeste Berg, Vice-Chair Jeffery Ray, Commissioners: Jennifer Roeser, Stephen Muchovej, Jose Garcia, Scott Marcellin

- d. Ratify Letter of Support for the Caltrans Reconnecting Communities Highways to Boulevards Grant Program application, and Resolution No. 2023-06 authorizing ICLTC to be Co-Applicant.
2. Approve Resolution No. 2023-07 to accept Sustainable Transportation Planning Grant funds in the amount of \$201,500, with a local cash match (staff time) of \$26,111, totaling \$227,611.

DISCUSSION ITEMS

- Genevieve Evans of LSC Transportation Consultants, Inc. to present the Draft 2023 Regional Transportation Plan (RTP). Public Draft available on the Inyo County LTC website: [Public Draft 2023 RTP Update](#) [2023 RTP Initial Study & Negative Declaration](#)

INFORMATIONAL ITEMS

3. City of Bishop Report
 - Whitney Alley Project Update-Anastasiia Budnyk
4. ESTA Report
 - Executive Director's Report
5. Caltrans Report
 - Presentation by L. Hart, Building Climate Resiliency
 - Caltrans Monthly Report
6. Tribal Report
7. DVNP Report
8. USFS Report
9. Executive Director's Report
10. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday October 18, 2023, Independence Board Chambers

UPCOMING AGENDA ITEMS

- Final RTP public hearing & adoption
- Airport presentation
- Final 2024 RTIP and 2024 STIP
- FY23-24 OWP Amendment (FY22-23 RPA Rollover & STPG)

Consent Agenda



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MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514

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Commission. PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

August 16, 2023

9:04 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Chair Celeste Berg
Commissioner Jose Garcia
Commissioner Stephen Muchovej
Commissioner Jennifer Roeser
Commissioner Scott Marcellin
Vice Chair Jeffery Ray (now Vice Chair)

Others Present:

Mike Errante: Inyo County Public Works Director
John Pinckney: Inyo County Public Works Assistant Director
Nora Gamino: City of Bishop Public Works Director
Justine Kokx: Inyo County Public Works/LTC
Kristina Amaya: Inyo County Public Works
Catherine Carr: Caltrans
Maggie Ritter: Caltrans
Juven Alvarez: Caltrans
Ashley Helms: Inyo County Airport Deputy Director
Adam Weitzmann: Caltrans
Brandon Fitt: Caltrans

L. Hart: Caltrans
Elaine Kabala: ESCOG
Cindy Duriscoe: Big Pine Paiute Tribe Representative
Abby Wines: Death Valley NP
Rebeka Riesen
Bob Strub
Sabine Elia
Wald Hoffman
19168730566

2. Public Comment

Wald Hoffman expressed the need for installation of bike racks on local bus systems. He suggested that the bike rack be installed on the back of the bus.

Hoffman commented on the new median installed on Main Street in Bishop. He is thankful for the median because it acts as a refuge for bicyclist. Hoffman's concern is that the bike lane on Main Street starts off safe, but the lane becomes very narrow and dangerous. Near the Presbyterian Church there is no clear bike lane. When there is a large truck bicyclist have a small amount of space between the bikes and the trucks. Hoffman had a solution that included better signage on the road. For example, a green sign that alerts drivers that bicyclist share the road with motor vehicles.

Phil from ESTA commented that bike racks are coming soon!

Commissioner Muchovej asked for comments from Caltrans about bike lane improvements. Caltrans commented that they will check into implementing better signage and he will investigate more options.

Overall, signage would be the best solution.

ACTION ITEMS

1. Consent Agenda

a. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of July 19, 2023.

***Motion to approve the July 19, 2023, minutes with minor adjustment was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.**

2. Request Commission vote and appoint a Vice Chair to the Local Transportation Commission.

Commissioner Roeser nominated Jeffery Ray.

***Motion to nominate Commissioner Jeffery Ray as Vice Chair was made by Commissioner Roeser and seconded by Commissioner Garcia. Commissioner Muchovej moved to close the nomination. All in favor.**

DISCUSSION ITEMS

- Draft Update to the 2023 Regional Transportation Plan – Commissioners and members of the public provide input, prioritization, and comments prior to 30-day public review period.

Every 4 year the state requires the Regional Transportation Plan to be updated. This draft will be going through Public Review. LSC consultant This is linked to the RTIP there are several tables that the tables need to align with realistic priorities.

Summary of the discussion and recommendations by Commissioners:

- Need a greater emphasis on truck traffic and mitigation measures (noise, traffic, safety, Truck Bypass), perhaps this would work in Chapter 5, goals 6 & 8 (doc page 83). Trucks also cause damage to roads (Sierra Street to Fairgrounds in the City of Bishop for example).
- The PCI/condition of the streets in the City of Bishop is poor (43%), need to address it; perhaps look at STIP as a funding source, along the lines of the Lone Pine Town Streets Rehab project. The majority of the County's population lives in the City and greater Bishop area; community support for this would be likely high.
- Add discussion about the recent work on developing a Community Wildfire Protection Plan (CWPP), perhaps incorporate with goal 7 and Transportation security/emergency preparedness (doc pages 95 & 107). The CWPP will incorporate various transportation elements in the context of wildfire. Table 17 talks about East Bishop Creek Road. Mutual Aid agencies have written in their preparation documents that they will not appear to fight a fire in that canyon because of the condition of that road.
- Talk about the safety issues for the large community of agricultural and livestock haulers entering Hwy 395 from side roads, especially on roads such as Warms Springs, with steep grades. Difficult for livestock haulers to get out of a stopped position and up to speed with heavy loads. Add to a safety discussion/goals and possible rehabilitation project for specific road(s). Or find someplace in the RTP to take that issue into account.
- Emphasize the extent to which the community input placed on prioritizing street and road maintenance, complete streets/ sidewalks/ crosswalks & pedestrian facilities, and unsafe intersections on State Highways (See Table C3 & page 247). Public comments reveal the two most concerning things are unsafe crossings on state highways, & local streets and road conditions.
- The discussion(s) about the importance to the region of tourism, but also the increasing access by tourists to recreation destinations (and the impacts of this) could use more development. The region depends on the tourism to these recreational places, yet some contradictory uses with residents who also use the roads to access their residences. "Roads to where residents live and where visitors recreate." speed concerns. Safety, and economy.
- Concerns from constituents about high traffic speeds, talk about conducting traffic studies in the RTP. Safety section
- Lone Pine has been addressing speed concerns for a long time, for example, has talked with Caltrans about changing the look and feel of Main Street, to make it look like less of a highway. The CHP and Sheriffs have been doing the best they can. Have placed law enforcement vehicles at the edge of town to encourage slowing down (one was torched recently). High school right on

south end of town, grammar school crossing at north end of town. One student was actually hit with other near misses of students. The So Cal mindset is that most of their main community thoroughfares are 40-50 MPH, so that is natural for them in Inyo County. Would like to explore having the recently installed electronic billboard display crash data (in Lone Pine). Big Pine has same concerns as Lone Pine.

- Enforcement of traffic speeds - Sheriff has informed Supervisors that “pacing” practice is not safe, and she doesn’t allow her deputies to do it, but has been pursuing grant funding for radar to help with speed reduction. AB 550 tried to make cameras legal for tickets. Not feasible in urban areas due to civil rights concerns. Maybe ok on state highways. Has been proven in some other areas.
- Need to add the Big Pine Tribe’s ATP project page doc page 117.
- Also add the Veteran’s Path to the ATP list in Big Pine – need for ADA friendly infrastructure - ability to walk to town and to veteran’s memorial from Baker Creek & campground. Coppertop BBQ is very popular right in the middle of that area.
- Discuss the impacts of increased traffic volume on safety that the new County building and other new buildings (new vet hospital where Ford building was) on Highway 6 are having on the Wye Road and Hwy 6 intersection. There has been an increase in accidents there with the County building and Grocery Outlet. 15-20 years ago, Caltrans had proposed improvements there, to straighten the curve at Wye Road, and remove the hump at the Shell station (lowboys used to get stuck here). Look at feasibility of removing the sweeping corner and straighten the intersection, move to Highway 6. Would need to talk to Caltrans, something to be put on the radar in the RTP as a future project. Unconstrained?
- Hwy 168 should be listed as an evacuation route doc page 110.
- Also include more discussion about the general lack of capacity (and funding) in the region to meet the fast-approaching dependency on electric vehicles.
- Safety concerns related to the fire hazards associated with EV’s and charging.
- There is a need for training of local fire departments to deal with EV related accidents that will occur along highways and at charging stations. Electric vehicle fires are very different from other fires.
- We are in a hydrogen desert, and we need to promote it. It is coming up as a need in the freight industry.
- Public comment from Bob Strub: Quiet Communities – Traffic noise - expressed support for the RTP to reflect the need for EV infrastructure, desire to transition to EV trucks over time to reduce noise. The switch to EV truck traffic will eventually reduce the noise pollution in the small towns along 395, especially Lone Pine, Independence, and Big Pine. Truck noise impacts a greater % of the population in the smaller communities. “Support electric support system in the RTP.”

INFORMATIONAL ITEMS

- Q4 OWP/RPA Report & Invoice - Final Q4 invoice submitted.

3. City of Bishop Report - Commissioner Muchovej provided the report. Reminded everyone about the August 28th Whitney Alley presentation and workshop.

4. ESTA Report - Phil Moores provided report on latest June ridership statistics, marketing strategy and the draft Zero Emissions Transition Plan. Invited all to the ESTA BBQ to be held at 1:00 pm on September 15th.
5. Caltrans Report - Maggie Ritter, Catherine Carr, Brandon Fitt, Juven Alvarez & Adam Weitzmann provided updates on various topics, including Olancho Cartago construction progress, Highways to Boulevards grant program and intent to partner with ESCOG (as lead agency), Inyo and Mono Counties, upcoming PIDS & outreach efforts.
6. Tribal Report - Cindy Duriscoe of the Big Pine Paiute Tribe provided the report. Clean Mobility Option grant application due today, will involve purchase of two EV shuttle vehicles, charging stations and bus shelters. Actively working on ATP grant project.
7. DVNP Report
8. USFS Report
9. Executive Director's Report - Mike Errante updated the Commission on the latest projects that the LTC has been instrumental in moving forward. Lone Pine ADA sidewalk ATP project will go out to bid on August 30th. Onion Valley HSIP guardrail project will be out to bid on August 23rd. Pine Creek Rd damage currently out to bid. Whitney Portal Rd is closed due to recent flash flood damage. Plan is to bypass creek, remove culverts, install new culverts. Pursuing FHWA/FEMA funds. RMRA is covering until reimbursement occurs. Some unclear deadlines with FEMA that need to be ironed out.
10. Reports from all members of the Inyo County LTC.

CORRESPONDENCE

Letter from Caltrans accepting Unmet Transit Needs process.

ADJOURNMENT

Adjourned until 9 a.m., Wednesday September 20, 2023, City of Bishop Chambers

UPCOMING AGENDA ITEMS

- Final RTP public hearing & approval
- Final 2024 RTIP and 2024 STIP
- Negotiations - Inyo County LTC, Mono County LTC, and Kern Cog
- FY22-23 RPA Rollover & OWP Amendment

Consent Agenda

FY23-24 State of Good Repair

STAFF REPORT

Subject: State of Good Repair Program: 2023-24 Project List

Initiated by: Phil Moores, Executive Director

BACKGROUND:

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

ANALYSIS/DISCUSSION:

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

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

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

- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

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

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

The August 2023 estimate of available SGR funds for FY 2023/24 identifies a total of \$ 82,839 in available SGR funding. Of this total SGR allocation, \$30,479 is from Inyo County population-based SGR, \$21,220 is Mono County population-based and \$31,140 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$9,342 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314.

RECOMMENDATION

The board is requested to approve Resolution #2023-08, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2023-24.

Submittal Report

SGR-C16-FY23/24-0725-001

FY 23/24

Submittal Details

Program State of Good Repair Program	Agency Eastern Sierra Transit Authority	Date Created 08/09/2023	Date Submitted 08/14/2023	Date Approved
Address 565 Airport Road	City Bishop	State CA	Zip Code 93514	
Contact Dawn Vidal		Contact Title Administration Manager		
Contact Phone (760) 872-1901		Contact Email dvidal@estransit.com		
Support Documentation Short Range Transit Plan See page 175 and 176		Additional Information Pages 175-176 address SGR		

Project Details

Title	Description	Asset Type	Project Category	Est. Useful Life	Est. Project Start Date	Est. Project Completion Date	Est. 99313 Costs	Est. 99314 Costs
FY 23-24 Inyo - Repair and	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue in	Rolling Stock/Fleet	Repair	3	07/01/2023	06/30/2024	\$30,479	\$0
FY 23-24 Mono - Repair &	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue in	Rolling Stock/Fleet	Repair	3	07/01/2023	06/30/2024	\$21,220	\$31,140

RESOLUTION #2023-06
AUTHORIZATION FOR THE EXECUTION OF THE
REGIONAL ENTITIES APPROVING PROJECT LIST
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission approves the region's State of Good Repair project list for **FY 23/24**.

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

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

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

Celest Berg, Chair

Attest: _____
Kristina Amaya, Commission Secretary

Consent Agenda

Reconnecting Communities Highways 2
Boulevards Grant LOS and Resolution



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

S T A F F R E P O R T

MEETING: September 27, 2023

PREPARED BY: ESCOG Joint Powers Authority

SUBJECT: Adopt Resolution 2023-06 of the Inyo County Local Transportation Commission (ICLTC) Authorizing the Commission to be a Co-Applicant to the Caltrans Reconnecting Communities: Highways to Boulevard Grant (Cal RC:H2B Grant) and Ratify the Letter of Support signed by the Executive Director

RECOMMENDATION

The ESCOG requests the Inyo County Local Transportation Commission:

- 1) Adopt a Resolution of the Inyo County Local Transportation Commission Authorizing the Commission to be a Co-Applicant for the Eastern Sierra Council of Governments' Application for the California Department of Transportation Reconnecting Communities: Highways to Boulevards Grant.
- 2) Ratify the letter of support signed by the ICLTC Executive Director on behalf of the ICLTC, as a co-applicant to the Highways-to-Boulevards grant program.

BACKGROUND/HISTORY:

At a previous ESCOG Meeting held on June 15, Caltrans District 9 (D9) staff spoke before the ESCOG Executive Board to announce the Reconnecting Communities: Highways to Boulevards Grant opportunity. There is both a Federal grant Highways-to-Boulevards program as well as a State-funded companion program, also known as Highways-to-Boulevards (Cal RC:H2B) grant. The Cal RC:H2B grant has \$149 million in available funds to be distributed across only three awards: one urban, one rural, and one corridor. The scale of the potential grant award(s) presents a once-in-every-other-generation opportunity, and in further researching this opportunity, it was determined the Cal RC:H2B Grant is the appropriate grant to pursue for the Eastern Sierra corridor. During the meeting held on August 17, The ESCOG Board provided direction to work with Caltrans staff to prepare a conceptual scope and budget to inform a grant application. The applications are due September 20, 2023.

Research by D9 and ESCOG staff, in consultation with Caltrans Reconnecting Communities Program, has led to the conclusion that the best course of action for the proposed partnership

would be to apply for the Cal RC:H2B Grant under the “Corridor” designation. As a Corridor applicant, if awarded a grant, the funds could be used on projects in different communities all along the 395 Corridor in both Mono and Inyo Counties.

From the grant guidelines: “An application will include the full projected lifecycle of a project(s) from concept to final completion, but may not have defined scope, schedule, and budget for all phases at time of application. A project may include multiple phases and components. The potential for concurrent or expedited delivery of project components or phase components may be considered, as determined prior to the start of each project phase.”

Project work is expected to be completed in 2026. The tight timeline, paired with the complexity of implementation across numerous partners and geographies will limit the ability to implement physical infrastructure: however, the grant presents an opportunity to move many of the larger visions of the communities on the 395 corridor from planning to “shovel ready” projects, which each jurisdiction and Caltrans can leverage to expedient implementation through other funding sources in the future.

Awarded funds can also be used as a match for the Federal Infrastructure Bill Highways to Boulevards program, allowing this opportunity to be a catalyst for larger project opportunities in the future.

Description of Proposed Project Scope:

If a grant is awarded, the first phase is a mandated “Community Readiness” phase, in which all partners and Caltrans Headquarters would audit existing plans for project readiness. It is during this phase that the scope, schedule, and budget would be finalized. The outcomes and deliverables of the Community Readiness phase will be the preparation of a preliminary outline or vision of the projected future phases and components, including a draft financial plan, identification of community stakeholders/ partners and their role(s), and a plan to address the applicable Program Goals and efforts proposed in the application. A detailed scope, schedule, and budget will also be developed for the next phase of the project. Prior to initiating work on each phase, or a component of each phase, the awardee shall work with Caltrans to prepare a PSA that includes the scope, schedule, and budget.

The scope is broadly proposed as the following:

Phase 1: Consolidate already completed plans into a single corridor plan. Staff has been working with Caltrans and regional partners to develop a library of existing planning documents and previous visioning efforts.

- Confirm public support for the concepts proposed in past planning efforts. The ESCOG and its consultants will work with partner agencies to confirm the adopted plans are still relevant and desirable.
- Identify planning gaps for achieving the broader corridor vision. Several communities do not have plans in place documenting the communities’ concerns regarding Highway 395 and a vision to mitigate those concerns in their central business district. These communities include Independence, Big Pine, and some Tribal communities.
- Identify common themes for incremental project implementation. Analysis of existing plans has identified similar traffic calming solutions identified in each community, including standardized gateway signage for each community with a consistent Eastern Sierra branding,

consistent speeds coming into communities, enhanced crosswalk visibility, streetscaping, and street trees.

Phase 2: Conduct planning studies for identified gaps. Several communities do not have individual downtown community or specific plans in place documenting the community’s vision. The ESCOG and its consultants will work with partner agencies to develop a vision specific to the scope of this funding opportunity to address Main Street enhancements.

This phase can also be leveraged to implement identified next steps from other planning efforts if desired by the community in Phase 1 without committing to full design and engineering. For instance, the Bishop Area Access and Circulation Feasibility Study includes recommendations for an alternative truck route and improved City circulation which can be advanced by determining community support for a preferred alignment and conducting initial feasibility studies.

Phase 3: Prepare design / engineering for projects identified for near-term and long-term implementation. This phase will be informed by the Community Readiness Phase and Phase 1 to determine the status of existing planning projects, which can be implemented within the term of the grant funding, and which can move into design and engineering phases to become “shovel ready” projects.

Phase 4: Implement incremental projects. Projects that can be moved through design, engineering, and encroachment within the funding timeline may be advanced for implementation. Such projects may include the implementation of the 2010 Highway 395 Corridor Enhancement Project (gateway signage, the 2021 Sustainable Tourism and Recreation Initiative Scenic Byway Analysis, and streetscaping projects within each community.

Project implementation would occur through each partnering jurisdiction through encroachment permits from Caltrans. The infrastructure improvements would be owned and maintained by the implementing agency unless otherwise agreed upon.

If ESCOG and D9 are awarded Cal RC:H2B Grant funds, the moneys would be used to hire a consultant to refine and advance select ideas previously explored and identified in the many planning studies and bring them to a “shovel-ready” status. If the grant schedule allowed, it may even be possible to start construction on several of the projects. Also, even if this grant schedule does not allow us to fund the construction of projects, the monies would have brought several projects through final design, making them “shovel ready” and then eligible for construction grants through the Federally funded Reconnecting Community: Highways to Boulevard grant program which is also generously funded. Cal RC:H2B Grant funds could also be used as a match for the similarly named Federal program. Caltrans Headquarters and D9 staff will also help find funding sources to complete the projects that are initiated with the Cal RC:H2B Grant.

Conceptual Budget:

As described, the H2B proposal does not require a finalized budget. The conceptual budget below is for consideration and is subject to change.

Phase	Amount
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Phase 1	\$750k
Phase 2	\$1.5M
Phase 3	\$8M
Phase4	\$30M

TOTAL: \$40.25M

Applicant Type	Roles & Responsibility	Requirement
Lead Applicant	The primary grant administrator; in charge of the program and fiscal reporting.	<ul style="list-style-type: none"> · There is only one lead applicant. · Must have an existing Master Agreement with DLA. · Must act as grant administrator, unless designate an implementing agency. · The Lead cannot be Caltrans.
Co-Applicant(s)	An eligible applicant who is jointly involved in the submittal of program application. Multiple co-applicants are encouraged.	<ul style="list-style-type: none"> · Must be an eligible applicant. · Must be Caltrans if project on SHS.
Implementing Agency	Is the lead applicant or co-applicant who will carry out the implementation of work for a particular phase or project component.	<ul style="list-style-type: none"> · Must be a Lead or Co-Applicant. · Must have an existing Master Agreement with DLA. · May vary per project phase.
Partnering Organization(s)	Local agency, Tribal government, or other organizations with a history of providing community-based outreach or technical assistance who will provide value to the application.	<ul style="list-style-type: none"> · May or may not be an eligible applicant. · Must submit proof of active partnership and partnership structure that identifies roles and responsibilities of each partner identified in the application.

Lead Applicant / Co-Applicant / Partner Responsibilities:

The ESCOG would serve as the lead application for the project and would be the primary grant administrator responsible for the program, hiring and managing contractors, and fiscal reporting. Caltrans and partner jurisdictions (such as Federal Tribes, Counties, and incorporated cities) would serve as co-applicants with implementation authority.

Partner Agency Support and Concerns:

ESCOG and Caltrans staff have met with Planning, Public Works Director and staff to discuss this opportunity. Each jurisdiction supported pursuing this considerable opportunity. Likewise, each jurisdiction supports the ESCOG providing capacity to support this regional project and were enthusiastic about the opportunity to strengthen regional partnerships, collaboration with Caltrans, and advocacy for the Eastern Sierra to the State of California.

The following concerns were provided:

- All Planning and Public Works Departments have capacity constraints; however, each jurisdiction supported that the scope of the opportunity holds significant enough benefit to Eastern Sierra communities that is worth the risk to apply. Some departments expressed they would not have staff resources to do the work if it were awarded.
- Elected officials need to lobby the State legislature for more realistic implementation timelines.
- Primary concern is making sure that whatever grant is pursued is not only feasible to deliver on, but also realistic. The coordination of nine communities as well as the Tribes, will be a challenge, especially given the timeframe for the grant funding. There is only 2.5 years from grant award notification to complete the project. Considering that it takes nearly 6 months to execute an agreement with Caltrans, and then possibly another several months to staff up, there may be less than 2 years to expend the funds. Right-sizing the scope of the project to ensure a successful (implementable) outcome is critical.
- The jurisdictions expressed skepticism of this new, innovative Caltrans grant structure.
- There are concerns regarding construction on Caltrans infrastructure and within their right-of-way. Obtaining an encroachment permit can be a lengthy process, and project oversight would strain staff capacity. Infrastructure improvements would be owned by the implementing agency and would have ongoing maintenance costs.

ALTERNATIVES:

- Do not attempt to apply for the grant.
- If the ICLTC decides to support the grant as a co-applicant, ICLTC staff will work with Caltrans and ESCOG staff as needed to prepare an application. Submittal will require an authorizing resolution and letter of support from the ICLTC.

BUDGET IMPACTS:

No budget impacts are associated with the preparation of the grant application. Caltrans has generously provided staff to assist with writing and coordinating the application.

If the grant is awarded, there is no matching grant requirement nor is there a requirement to submit a budget to be considered for a grant award. Grants will be awarded based on need and the quality and completeness of the application. Budgets and grant scope will be established after the grant is awarded. Also, the unique nature of this grant program is set up with the understanding that small communities do not have the financial assets to lay out funds of this magnitude, even for a short period of time. The RC:H2B is a reimbursement program for eligible costs incurred to the designated implementing agency for each individual phase. Payments to contractors and consultants will be paid directly from funds from the State of California, through the co-applicant, Caltrans District 9 on behalf of the winning grantee.

Staff salaries for those working directly on the project are an eligible expense. Inyo LTC staff time may be funded by Programming, Planning and Monitoring (PPM) and Rural Planning Assistance (RPA) dollars programmed in the Overall Work Plan (OWP).



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

Dear Highways to Boulevards Grant Selection Committee,

For 50+ years U.S. Highway 395 in Mono and Inyo Counties has been engineered with the singular goal of moving goods and traffic quickly and efficiently through the communities we call home. Sadly, this highway-oriented design focus has rarely considered the negative impacts fast-moving passenger and freight highway traffic has on the communities U.S. 395 bisects. While Highway 395 serves as Main Street as it runs through the heart of our Eastern Sierra communities, its highway-focused design has been at the expense of pedestrian safety, alternative modes of transportation, and the overall livability of our communities. Highway 395 is a barrier between children and their schools, causes significant noise and air pollution, and makes properties along 395 undesirable for both commerce and residential uses alike.

For these reasons and more, the Inyo County Local Transportation Commission (LTC) is joining the Lead Applicant, Eastern Sierra Council of Governments (ESCOG) as Co-Applicant for the State of California Reconnecting Communities: Highways to Boulevards (RC:H2B) Grant as a "Corridor" applicant. Our communities in Inyo County, have suffered the ill effects caused by freeway-style highway construction on U.S. 395 and endeavors through this opportunity to advance the vision of our community for a safer and more vibrant downtown. Decades of community engagement along the corridor have resulted in a multitude of planning studies reflecting unified themes of unsafe crossings, high traffic speeds, lack of safe bicycle lanes, and need for a reimagining of our towns' Main Streets. The goals of the RC:H2B Grant are consistent with the 2019 Inyo County Regional Transportation Plan, and 2015 Active Transportation Plan, which cite a lack of complete streets and a need to improve safety for non-motorized users along US 395 Main Streets. This grant offers a one-of-a-kind opportunity to synthesize the common elements and concerns from existing plans, address the unique needs of communities, and bring solutions from plans to implementation.

This is a catalytic opportunity for our community and the Eastern Sierra region, and we are grateful for the opportunity to work with our communities to envision and design solutions to address their concerns. As a grant Partner, we are ready to commit our support including in-kind contribution of staff resources funded by Planning Programming and Monitoring dollars, project and community engagement, through to the end of the RC:H2B process should ESCOG, and its Co-Applicants be awarded

the grant. We believe this grant presents a rare opportunity for Eastern Sierra communities located on the U.S. 395 corridor to advance a vision for their communities, and to live in safe and beautiful neighborhoods, complete with vibrant and prosperous downtowns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Errante". The signature is fluid and cursive, with a large initial "M" and "E".

Michael Errante
Executive Director, Inyo County Local Transportation Commission

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2023-06**

**A RESOLUTION OF THE INYO COUNTY LOCAL
TRANSPORTATION COMMISSION AUTHORIZING THE COMMISSION
TO BE A CO-APPLICANT WITH THE EASTERN SIERRA COUNCIL OF
GOVERNMENTS ON THEIR APPLICATION FOR THE CALIFORNIA
DEPARTMENT OF TRANSPORTATION RECONNECTING
COMMUNITIES: HIGHWAYS TO BOULEVARDS GRANT**

1. **WHEREAS**, on January 7, 2020, the Eastern Sierra Council of Governments convened as an established Joint Powers Authority as ratified by the votes of the governing bodies of its individual Member Agencies, understanding that it is necessary and desirable for the Eastern Sierra Council of Governments as a Joint Powers Authority to speak and to function on behalf of the region and to collectively identify and deliver opportunities to benefit the interests of Member Agencies' constituents; and
2. **WHEREAS** the Member Agencies agreed that the creation of a regional Joint Powers Authority that functions as a separate and discreet legal entity from individual Member Agencies would enable the Eastern Sierra Council of Governments to maximize and take advantage of opportunities for the region; and
3. **WHEREAS**, the Eastern Sierra Council of Governments Joint Powers Authority (ESCOG) was organized to identify and apply for funding resources and receive funding for the planning and implementation of programs of regional impact or significance, and to implement such programs upon approval of the governing bodies of each Member Agency; and
4. **WHEREAS**, the Board of Directors of the Eastern Sierra Council of Governments is an eligible applicant for the California Department of Transportation (Caltrans) Reconnecting Communities: Highways to Boulevards grant funding opportunity; and
5. **WHEREAS**, the Caltrans Reconnecting Communities: Highways to Boulevards grant would have inter-jurisdictional benefits in Inyo and Mono Counties, which would enhance regional collaboration, advance the vitality of Eastern Sierra communities, and reinforce the regional identity of the iconic Eastern Sierra; and
6. **WHEREAS**, the Inyo County LTC is eligible to participate as a co-applicant with ESCOG to leverage resources, including staff time and a vested interest; and
7. **NOW, THEREFORE, BE IT RESOLVED** that the Inyo County Local Transportation Commission participate as co-applicant on the Caltrans Reconnecting Communities: Highways to Boulevards grant application to be submitted by the lead applicant, the Eastern Sierra Council of Governments.

PASSED AND ADOPTED 27th day of September 2023 by the following vote:

INYO COUNTY LOCAL TRANSPORTATION COMMISSION RESOLUTION No. 2023-06

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Celeste Berg, Chairperson

Kristina Amaya, ICLTC Secretary

Action Item No. 2

Sustainable Transportation Planning Grant



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: September 27, 2023

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Resolution No. 2023-07, Sustainable Transportation Planning Grant Award for the Inyo County Electric Vehicle Charging Infrastructure Network Plan

STAFF RECOMMENDATION:

Staff recommends your Commission approve Resolution No. 2023-07, accepting the Sustainable Transportation Planning Grant funds in the amount of \$201,500, with a local cash match (staff time) of \$26,111, totaling \$227,611.

OVERVIEW:

The Sustainable Transportation Planning Grant Program (STPG) was created to support the California Department of Transportation’s (Caltrans) Mission: Provide a safe and reliable transportation network that serves all people and respects the environment.

The State-funded Sustainable Communities grants (\$29.5 million) are intended to support and implement Regional Transportation Plans (RTP), Sustainable Communities Strategies/Alternative Planning Strategies (SCS/APS) (where applicable) and to ultimately achieve the State’s greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

SUMMARY DISCUSSION:

In September 2023, staff was notified by Caltrans that Inyo County was a successful awardee of STPG grant funds and local match totaling \$227,611. LSC Transportation Consultants, Inc. worked with County Public works staff to prepare the grant application. The project begins in January 2024 and ends in June 2026.

The purpose of the grant is to outline a path forward to install effective and equitable EV charging infrastructure throughout Inyo County and to electrify the county-owned vehicle fleet by gathering data, evaluating the physical and financial feasibility of expanding the charging network in the county, and conducting a site analysis for EV charging locations, with an emphasis on county-operated properties. The Plan will also provide a high-level analysis of hydrogen fueling feasibility in Inyo County. The Plan will coordinate with Los Angeles Department of Water and Power and Southern California Edison, with EV and ZEV plans of the Bishop Paiute Tribe, Big Pine Paiute Tribe, Fort Independence,

Lone Pine Reservation, Timbisha Shoshone Tribe, the City of Bishop, Eastern Sierra Transit Authority, Caltrans, and Mono, Kern, San Bernardino, and Nye (NV) counties and will actively engage rural underserved communities throughout the planning process to establish equity in EV infrastructure planning and prevent "charging deserts", where public charging is scarce or nonexistent.

ALTERNATIVE:

Do not accept the grant. This is not recommended as the adoption of electric vehicles is already occurring throughout the state and the nation. This grant funding provides Inyo County a much-needed opportunity to identify gaps and opportunities for EV infrastructure, and a plan to ultimately address the current and future charging needs of residents, tourists, and interregional travelers.

Attachments: STPG Conditional Award Letter
Resolution No. 2023-07

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION 2023-07**

**A RESOLUTION OF THE INYO COUNTY LOCAL TRANSPORTATION
COMMISSION (ICLTC) AUTHORIZING APPROVAL OF THE SUSTAINABLE
TRANSPORTATION PLANNING GRANT AGREEMENT BETWEEN
CALTRANS DEPARTMENT OF TRANSPORTATION AND THE ICLTC FOR
THE INYO COUNTY ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
NETWORK PLAN**

WHEREAS the Inyo County Local Transportation Commission (ICLTC) is eligible to receive State funding for its Inyo County Electric Vehicle Charging Infrastructure Network Plan through the California Department of Transportation (Caltrans); and

WHEREAS Caltrans has awarded a Sustainable Transportation Planning Grant (STPG) to Inyo County Local Transportation Commission in the amount of \$201,500; and

WHEREAS the Inyo County Local Transportation Commission has agreed to provide a local cash match in the amount of \$26,111 and

WHEREAS a Restricted Grant Agreement (RGA) is needed to be executed with Caltrans before such funds can be claimed through the STPG Program; and

WHEREAS the Inyo County Local Transportation Commission will utilize these funds to develop an Electric Vehicle Charging Infrastructure Network Plan; and

WHEREAS the Inyo County Local Transportation Commission wishes to implement the project listed above,

WHEREAS the Inyo County Local Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to ICLTC Executive Director and to ICLTC Staff

NOW, THEREFORE, BE IT RESOLVED by the Inyo County Local Transportation Commission as grant awardee agrees to comply with all conditions and requirements set forth in the Restricted Grant Agreement under the terms, covenants, and conditions of the RGA.

NOW THEREFORE, BE IT FURTHER RESOLVED that the ICLTC Executive Director and ICLTC Staff, as included on the Agency Contact form, be authorized to execute the Restricted Grant Agreement, all required documents, and any amendments thereto of the STPG program with the California Department of Transportation.

INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION 2023-07

Passed and adopted this 27th day of September 2023, by the following vote:

- Ayes:
- Noes:
- Abstains:
- Absent:

Celeste Berg, Chairperson
Inyo County Local Transportation Commission

Attest: _____
Kristina Amaya, Secretary
Inyo County Local Transportation Commission

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
 P.O. BOX 942873, MS-32 SACRAMENTO, CA 94273-0001
 (916) 261-3326 | TTY 711
www.dot.ca.gov



August 31, 2023

SENT VIA E-MAIL

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, we are pleased to congratulate you on your Sustainable Transportation Planning Grant award.

Sustainable Transportation Planning Grant Program					
Grant Award Fiscal Year	2023-24	Grant Category	Sustainable Communities Competitive	Grant Fund Source	RMRA
Project Title	Inyo County Electric Vehicle Charging Infrastructure Network Plan				
Grantee/Agency	Inyo County Local Transportation Commission				
Executive Director	Michael Errante				
Grantee/Agency Contact	John Pinckney				
Sub-Recipient(s)					
Caltrans District Contact(s)	Neil Peacock, Catherine Carr				
Caltrans District Contact(s) E-mail	neil.peacock@dot.ca.gov, catherine.carr@dot.ca.gov				
Grant Award	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$201,500	\$26,111	\$0	\$26,111	11.47%	\$227,611
Conditions of Award Due to Caltrans		Grant Expiration Date		Final Invoice Due	
9/28/23		6/30/26		8/31/26	
* The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Project Cost and Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match Amendment prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.					

Next Steps

1. The Caltrans District Grant Manager will schedule a Conditional Award Meeting with your agency soon.
 - The attached specific and general conditions and project revisions necessary to accept grant funding will be discussed at this meeting.
2. The required conditions must be submitted to the Caltrans District Grant Manager no later than the date listed in the table above.
 - Failure to satisfy these conditions will result in the forfeiture of grant funds.
3. The Caltrans District Grant Manager will review and approve all items required to fulfill the attached specific and general conditions.
4. Once the required conditions are met and the agreement is executed, the Caltrans District Grant Manager will:
 - Send a Notice to Proceed letter (for MPO/RTPAs, this will happen after the OWP/OWPA formal amendment is processed). *Grant work cannot begin until the Notice to Proceed letter is received by your agency.*
 - Coordinate and schedule a grant kick-off meeting with your agency.

If you have questions concerning your Conditional Grant Award, please reach out to your Caltrans District contact listed in the table above.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional and Community Planning

Attachments:
Specific and General Conditions

Sustainable Transportation Planning Grant Program
Grant Award Specific and General Conditions

Specific Conditions

If Specific Conditions have been identified for this grant, they will be listed below. Please make all necessary revisions to the Grant Application Cover Sheet, Scope of Work (SOW), and/or the Cost and Schedule, and complete the right column to indicate where the specific conditions were addressed.

Specific Conditions	Conditions Addressed List Document, Section & Page(s)

Specific Conditions	Conditions Addressed List Document, Section & Page(s)

General Conditions

Please review the General Conditions below and complete them, as necessary. Most of these items are outlined in the Grant Application Guide, Ch. 6 and Appendix B.

- **Scope of Work (SOW) and Project Cost and Schedule** (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
 - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they accrued.
 - Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
 - Ensure the consultant procurement task includes the following deliverables: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
 - Unless prior arrangements are made, the earliest project start date is November 1, 2024, with an end date of June 30, 2026. The Project Cost and Schedule will need be updated to reflect your proposed start date. At least one Task must extend to the grant expiration date on June 30, 2026.
 - Indirect Costs - For Local Government Agencies requesting to bill for indirect costs: Indirect costs must be identified in the SOW and Project Cost and Schedule, and the indirect cost rate included at the bottom of the Project Cost and Schedule.
- **Grant Application Cover Sheet and Project Cost and Schedule**
 - Ensure the grant award, local match, and total project costs are consistent with the award letter amounts.
- **Grant Application Cover Sheet** - Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
 - If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
 - Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- **Third Party In-Kind Valuation Plan, if applicable** - Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
 - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Project Cost and Schedule.
 - To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If donating their time, it is considered in-kind.
 - Submit a Third-Party In-kind Valuation Plan. The District can provide a copy of the valuation plan checklist and template.
- **Overall Work Program (OWP)** – In accordance with the *OWP and Grant Amendment Guidelines*, submit a current Fiscal Year Draft OWP and OWP Agreement (OWPA) Amendment, which includes the following:
 - The Draft OWP/OWPA Amendment must include the Amendment Transmittal Memo, OWPA, OWP Budget Summary, and a standalone Work Element. These items must show

consistent funding information for the grant project and include the full grant and local match amounts.

- The Work Element title must be consistent with the project title identified on the Grant Application Cover Sheet. The Work Element name and number must remain the same until the project is completed.
 - In the Work Element, separate Tasks and Product Deliverables that will be accomplished in the current FY OWP from Tasks and Products that will be accomplished in future FYs. This can be accomplished by inserting a sub-heading for "current" and "future" work in the narrative.
 - A Draft Board Resolution to amend the OWP/OWPA and program the entire grant amount and local match funds.
- **Ensure Consistency** - All changes made to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule are made consistently in all documents.

Grant Administrative Requirements

Refer to the Grant Application Guide, Ch. 6, and the MPO/RTPA Master Fund Transfer Agreement for an overview of the Grant Administrative Requirements that must be adhered to over the life of the project. In summary:

- **Third Party Contracts** – Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects
 - If there is a consultant on-board, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP
 - If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans)
 - If the consultant helped to prepare the Project Scope of Work or grant application, they shall not be considered in the consultant procurement
- **Quarterly Reporting** – Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis
- **Invoicing and Financial Requirements** –
 - Maintain a proper accounting system (MS Excel is unacceptable)
 - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly
 - One-time, lump sum invoices are not allowed
 - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice
 - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your District Regional Planning Liaison.
 - All work must be completed by June 30, 2026.
 - Final RFR/invoice and the final product are due no later than August 31, 2026.
 - The final RFR/invoice will not be processed without the final product
 - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: <https://ig.dot.ca.gov/resources>

- **Grant Amendments** - Proposed changes to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule (e.g., local match amount, fund source, movement of funds) will require an Amendment and Caltrans approval. Please contact Caltrans for guidance on this process.

Discussion Item

2023 Draft Regional Transportation Plan
Update



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

STAFF REPORT

MEETING: September 27, 2023

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Draft 2023 update to the Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) Update was prepared by LSC Transportation Consultants, Inc. The plan must be updated every four years, the most recent update was done in 2019. The purpose of the plan is to provide a transportation vision for the region for the 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives, and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements to create a financially constrained plan.

Genevieve Evans of LSC will give a presentation to your Commission summarizing the document in detail during today's meeting. The Draft RTP has been released for a 30-day public review and comment period, beginning September 27, ending October 26. The review period for the Draft RTP update corresponds with the review period for an Environmental Checklist and Draft Negative Declaration of Environmental Impact prepared pursuant to the California Environmental Quality Act. The Public Draft RTP and corresponding environmental document are posted during the review period on the LTC website at: <https://www.inyocounty.us/sites/default/files/2023-09/RTP%20Public%20Draft.pdf> and at all branches of the Inyo County Free Library, and at the Inyo County Public Works Department Office in the Courthouse Annex building at 168 North Edwards Street in Independence.

A public hearing to consider final approval of the RTP will be scheduled after the public comment period ending October 21. Final RTP adoption will be agendized for the October or November LTC meeting.

Informational Item

Whitney Alley Conceptual Plan
Project Update

WHITNEY ALLEY IMPROVEMENTS PROJECT Preferred Conceptual Plan

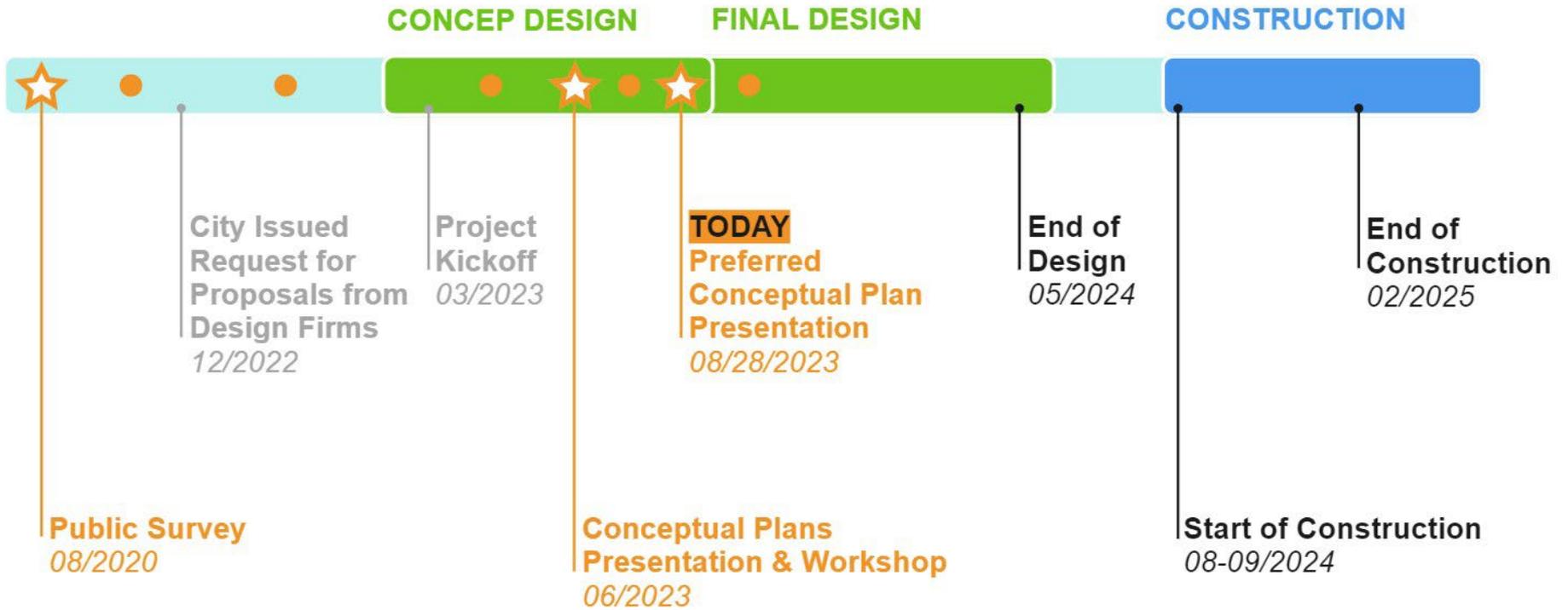
August 28, 2023



WHAT WE WILL COVER

- 1. Schedule and Process**
- 2. Project Overview and Funding**
- 3. Project Vision/Goals**
- 4. Preferred Conceptual Plan**
- 5. Conceptual Plan Highlights**
- 6. Next Steps**

PROJECT SCHEDULE



● Ongoing Public Input

OVERVIEW

Location:

Whitney Alley and the surrounding parking lots and City easements, between Willow and Short Streets

Funding:

Proposition 68 Grant from the California Natural Resources Agency

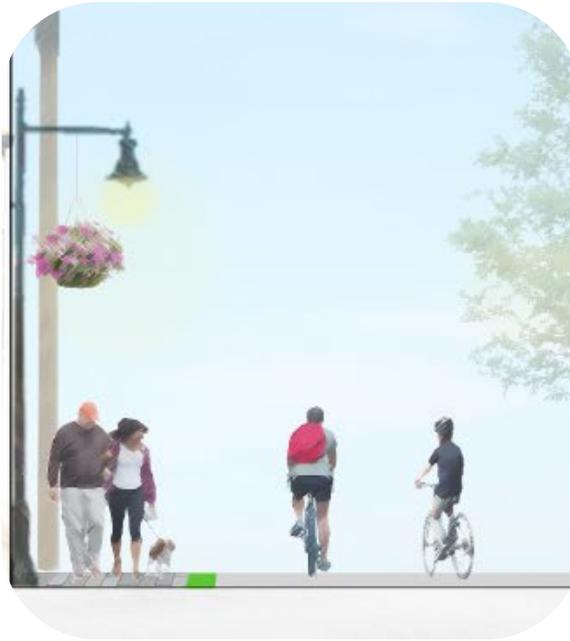
The City applied for additional funding sources from Clean CA Local Grant Program, and is expected to hear back in 09/2023



PROJECT GOALS



**Create, enhance,
and expand community
green spaces**



**Create safe and
efficient pedestrian,
bicycle and vehicle
traffic circulation**

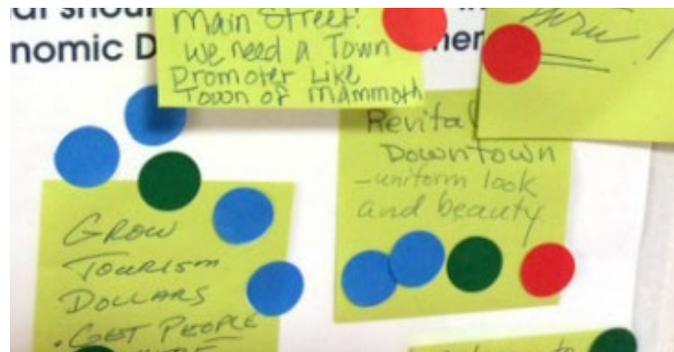


**Transform asphalt
parking lots and
alleyways into green
pedestrian paths
and plazas**

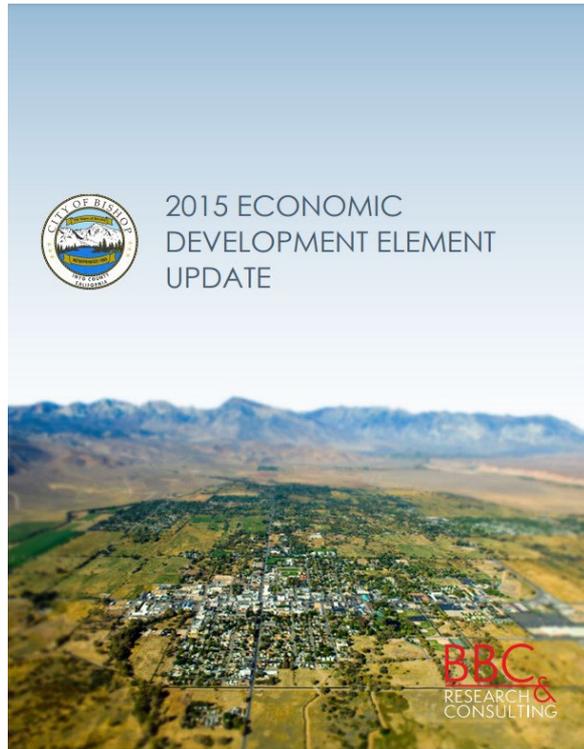
INFORMED BY YOUR INPUT



500+
Community
Data points



INFORMED BY YOUR INPUT



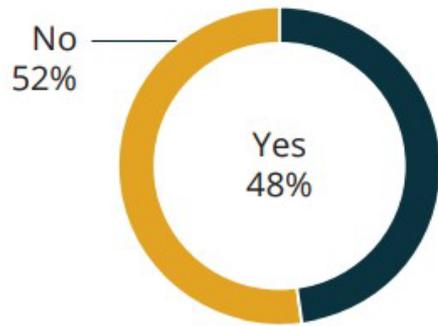
150+ participants
Stakeholder Working Group:
4 strategy sessions to
develop the EDE vision



200+ comments received
3 Community Workshops

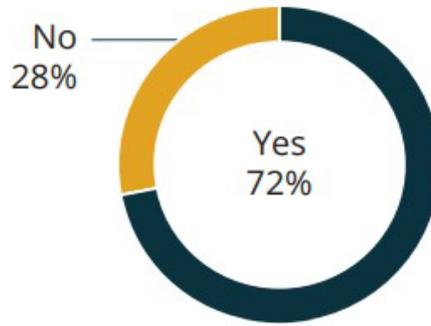
INFORMED BY YOUR INPUT

Polls from Workshop and Website for Downtown Specific Plan



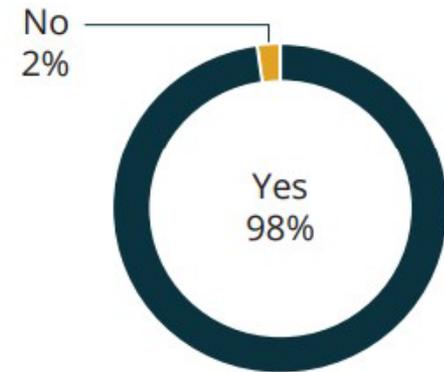
Does truck traffic prevent you from spending more time downtown?

46 Responses



Do you think there is adequate parking downtown?

39 Responses

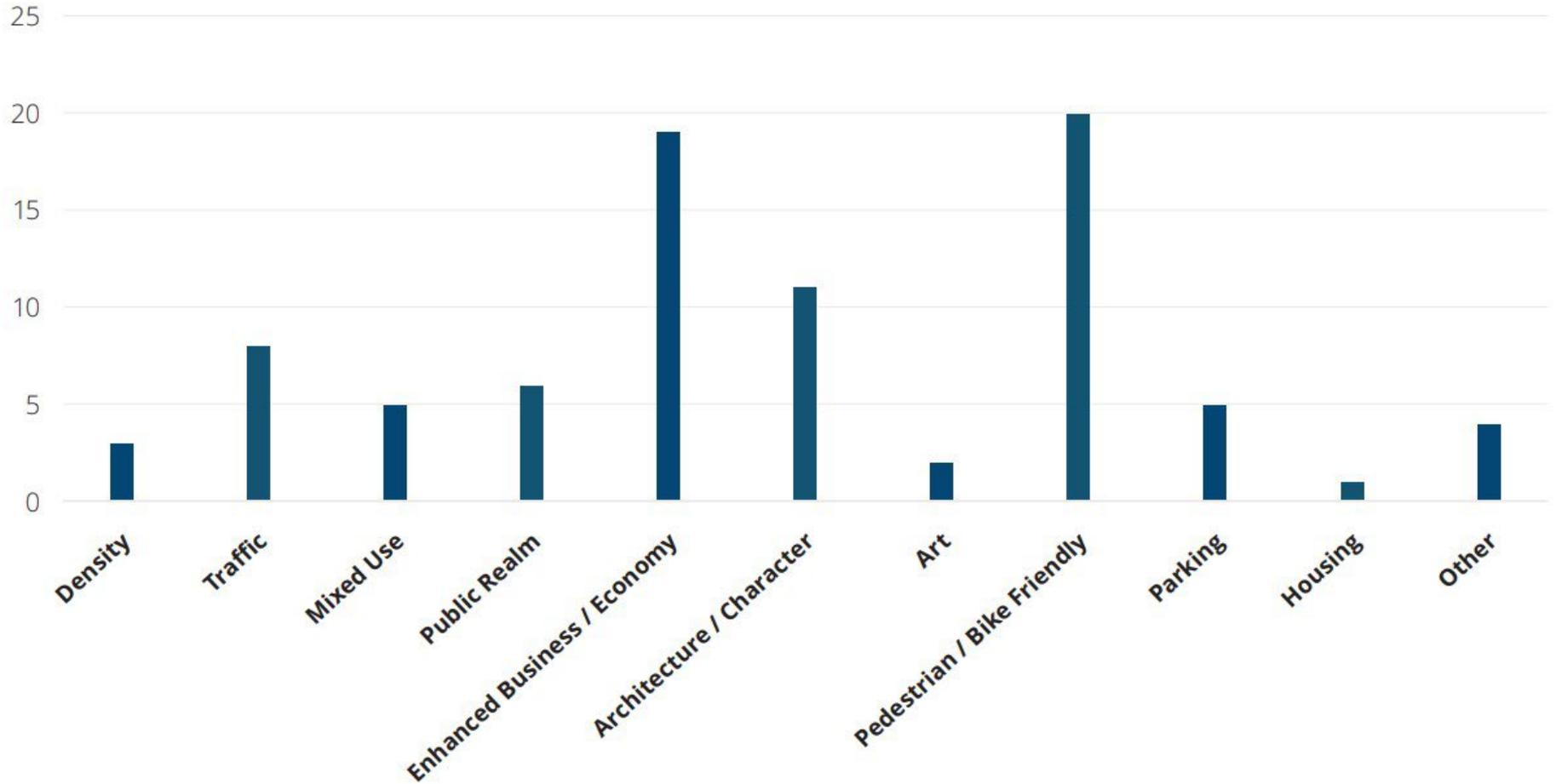


Would you like to see outdoor dining options in Downtown Bishop?

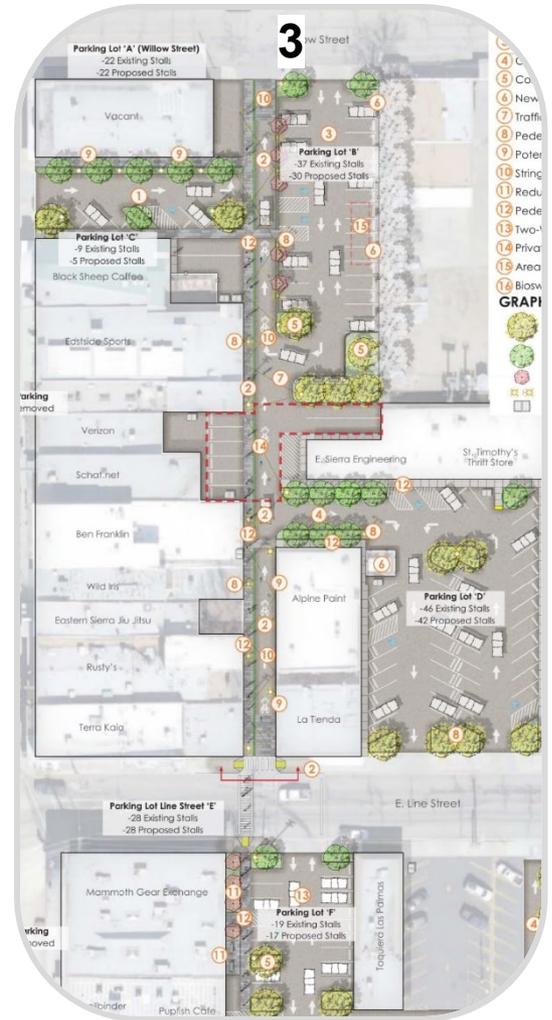
49 Responses

BISHOP'S VISIONING THEMES

Polls from Workshop and Website for Downtown Specific Plan



CONCEPT DESIGN ALTERNATIVES PRESENTED 06/24



What we heard: CIRCULATION & MOBILITY

Suggest a 1-way circulation pattern • Design for 2-way bicycle traffic • Create bike/pedestrian access south of the project • Include crosswalk enhancements • Emphasize enforcement and alley restrictions. Implement a barrier between businesses and traffic • Implement traffic calming measures, explore removable bollards for alley entry. Address vehicle-bicycle interaction in the alley • Improve wayfinding

What we heard: OPEN SPACE

Prioritize greenery and green spaces • Transform the area into a park with more green elements • Allocate space for events, rotating food trucks and vendors • Maintain existing green areas • Concerns about the lack of funding for ongoing maintenance • Provide outdoor eatery seating • Add public restrooms to the pocket park • Concerns about safety of green spaces

What we heard: **SUSTAINABILITY**

- Lighting should be compatible with dark skies • Like the bioswale •
- Don't use artificial turf • Include pollinator garden • Emphasize the importance of eco-friendly design due to drought and climate change •
- Use native / drought tolerant / low water plants

What we heard: **PARKING**

Enforce parking time limits for better turnover • Implement one-way traffic with perpendicular parking • Allocate parking for local businesses and employees • Accommodate motorcycle parking • Avoid all-day parking • Evaluate the possibility of adding parking to the project • Address the need for parking signage

PUBLIC PARKING (in green)

**PUBLIC
PARKING**
42 Spaces

**WILLOW ST
PARKING**
22 Spaces

**PUBLIC
PARKING**
108 Spaces
3 hr. Limit

**PUBLIC
PARKING**
42 Spaces

**LINE ST
PARKING**
28 Spaces

**E MAIN ST
PARKING**
10 Spaces

Preferred Conceptual Plan

August 28, 2023

Phase 1

Primary Project Elements

Repaving the alley, enhancing irrigation systems, introducing greening elements, incorporating bioswales, and implementing public parking signage

Parking

Minimal impact on the available parking spaces, additional ADA



Phase 1

Primary Project Elements

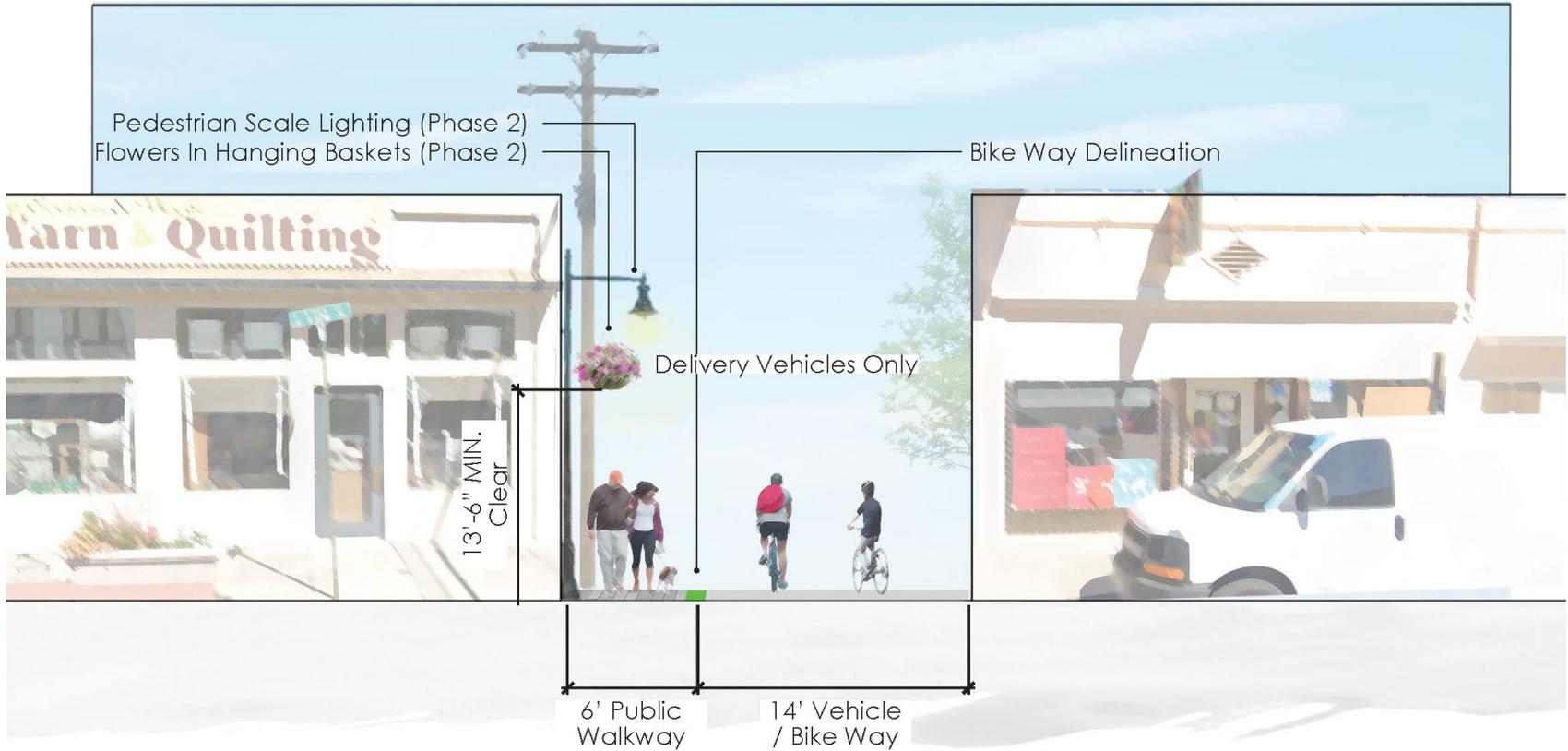
Repaving the alley, enhancing irrigation systems, introducing greening elements, incorporating bioswales, and implementing public parking signage

Parking

Minimal impact on the available parking spaces, additional ADA



WHITNEY ALLEY GRAPHIC SECTION

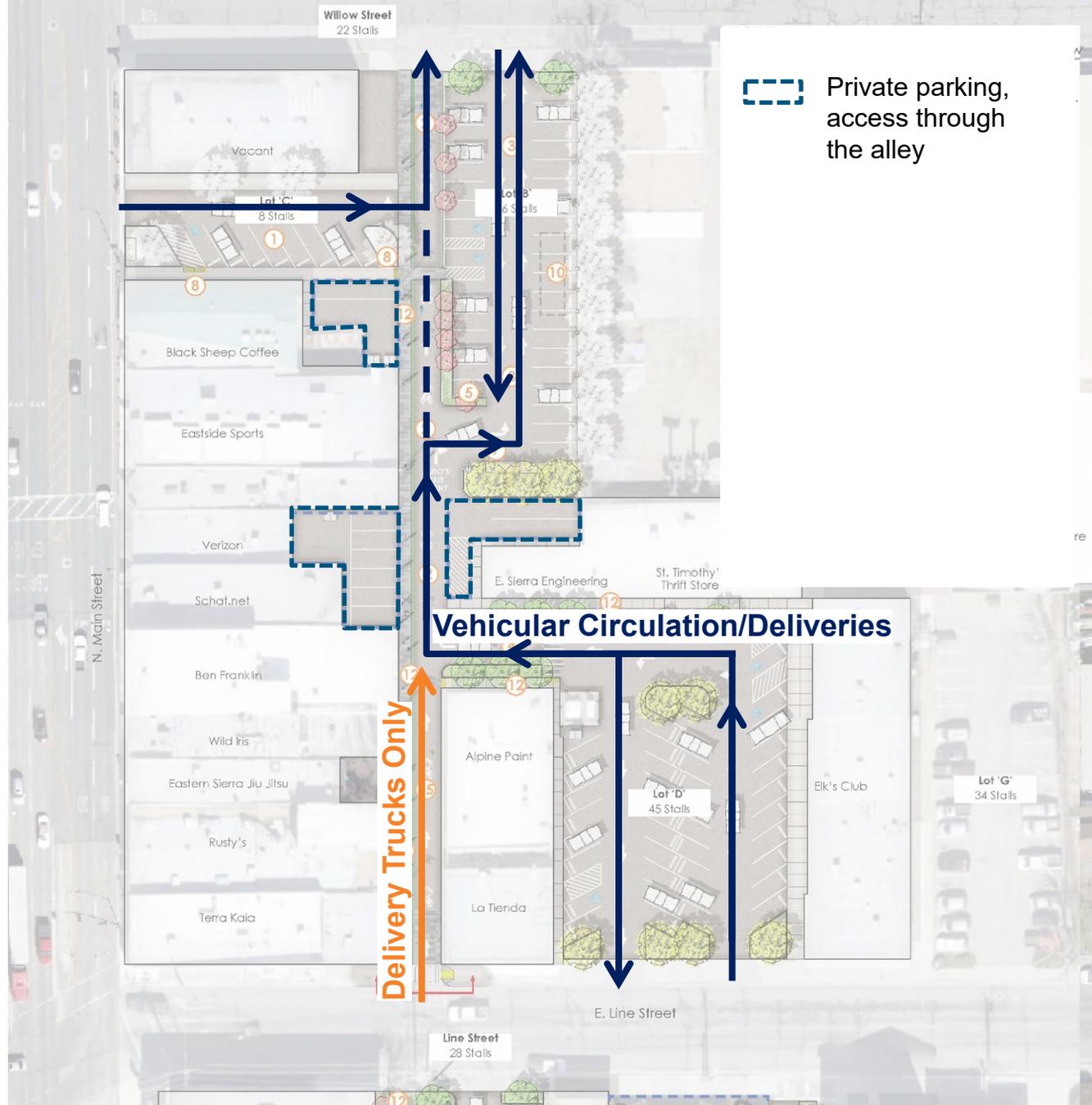


Phase 1

Vehicular Circulation

The alley from Line Street to 136 Whitney Alley will for delivery trucks and emergency vehicles only

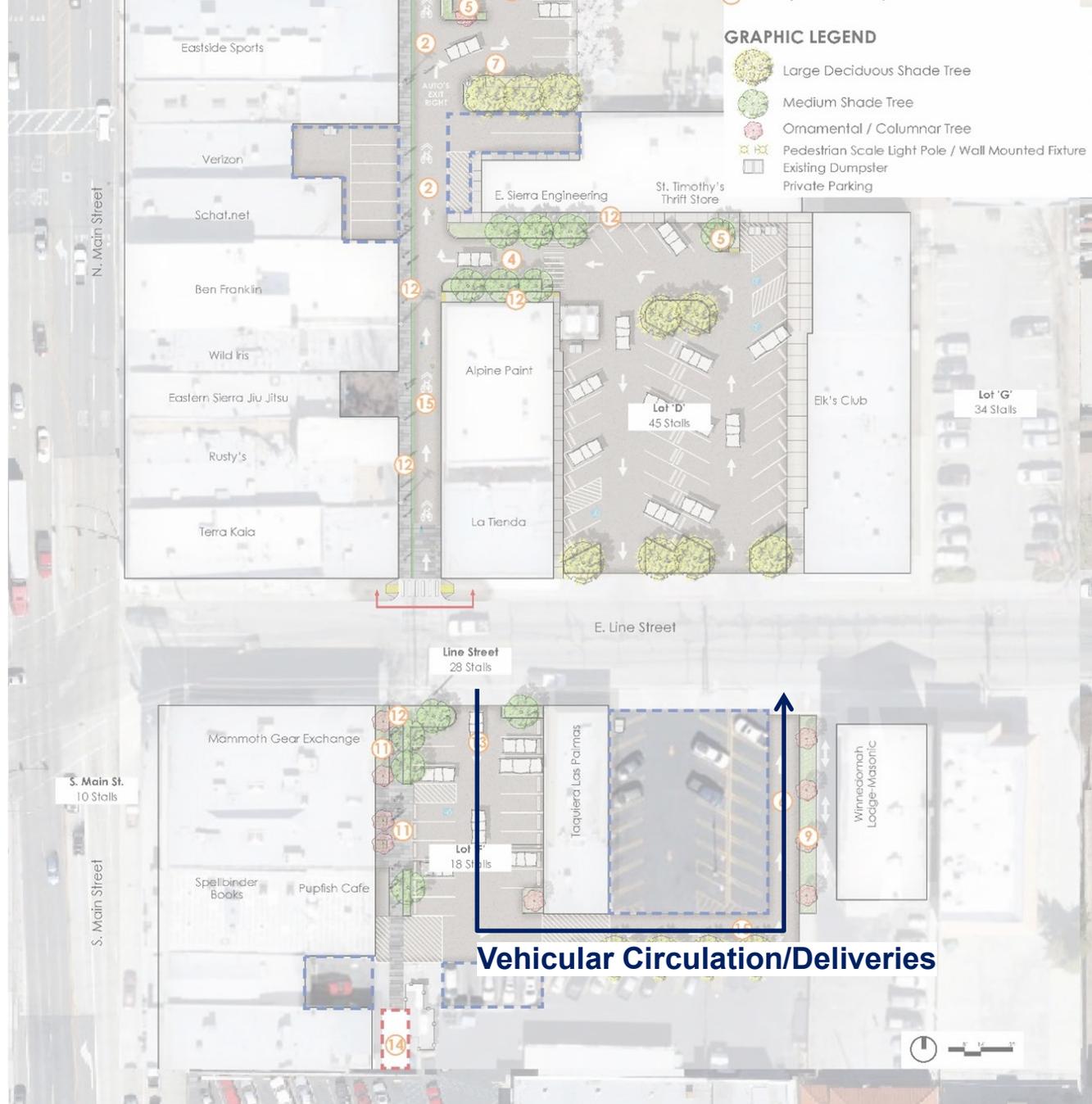
One-way traffic flow in the Alley, where vehicles can only travel north from Parking Lot D, located between Alpine Paint and Elk's Lodge



Phase 1

Vehicular Circulation

Lot F one-way travel from west to east, exiting to E Line St further away from the Main and Line intersection.



Phase 2

Additional Project Elements (*based on availability of supplemental funds)

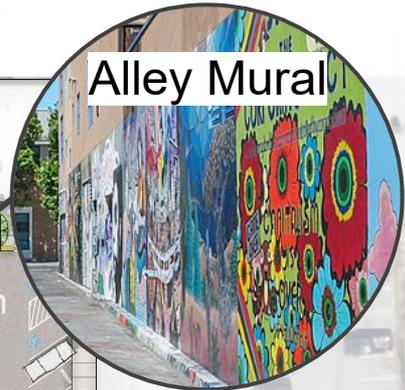
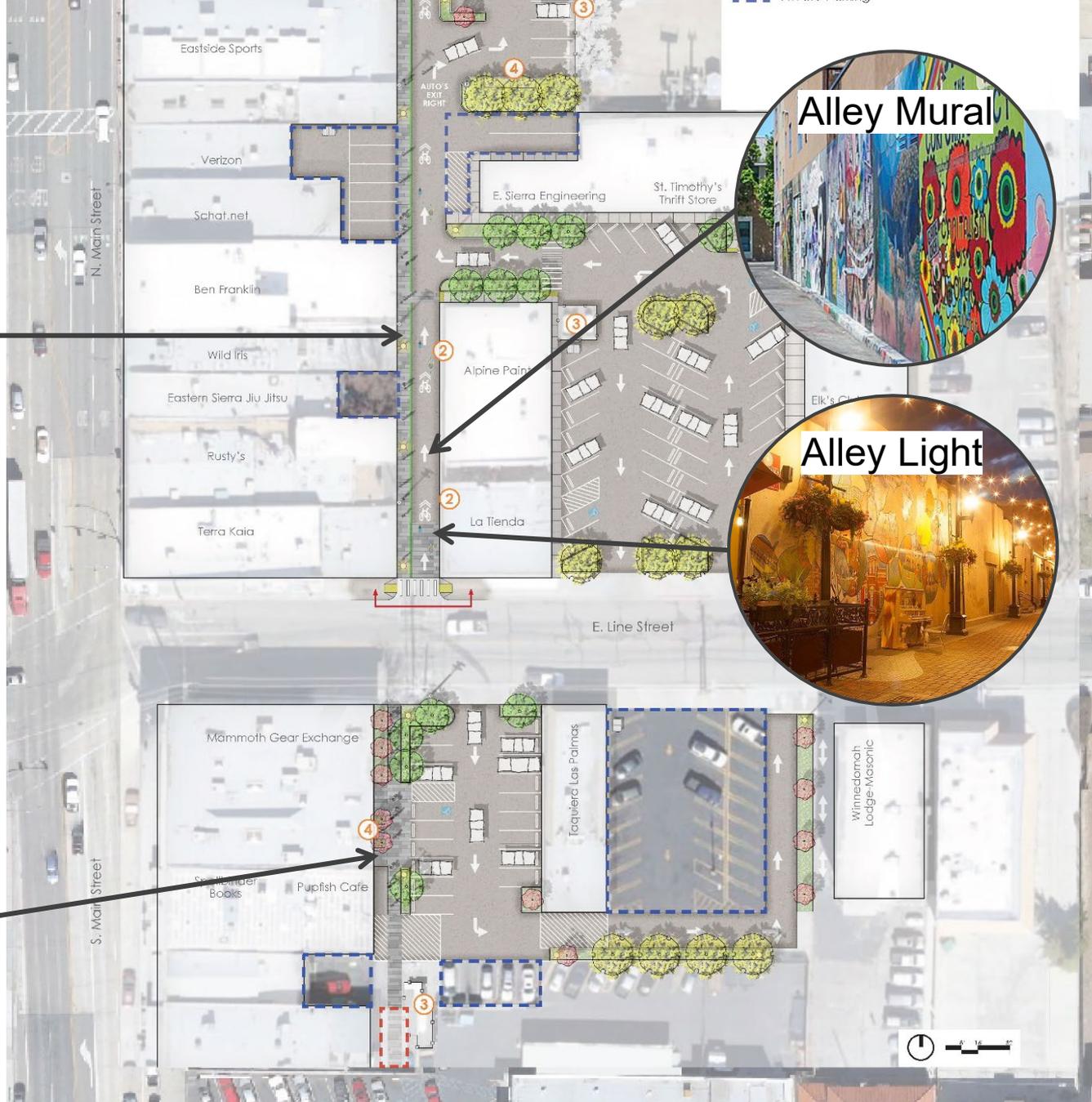
- Pocket Park
- Public Mural Art
- Artistic screen fencing
- Lighting
- Bike racks
- Pedestrian benches
- Trash bins
- Signage wayfinding

Parking

Loss of 8 stalls at 262 North Main Street, due to pocket park



Phase 2



TOTAL ANTICIPATED CONSTRUCTION FUNDING \$1.1 MI

PHASE 1
PROP 68 Funding
\$330K

PHASE 1
DWP Funding
\$20K

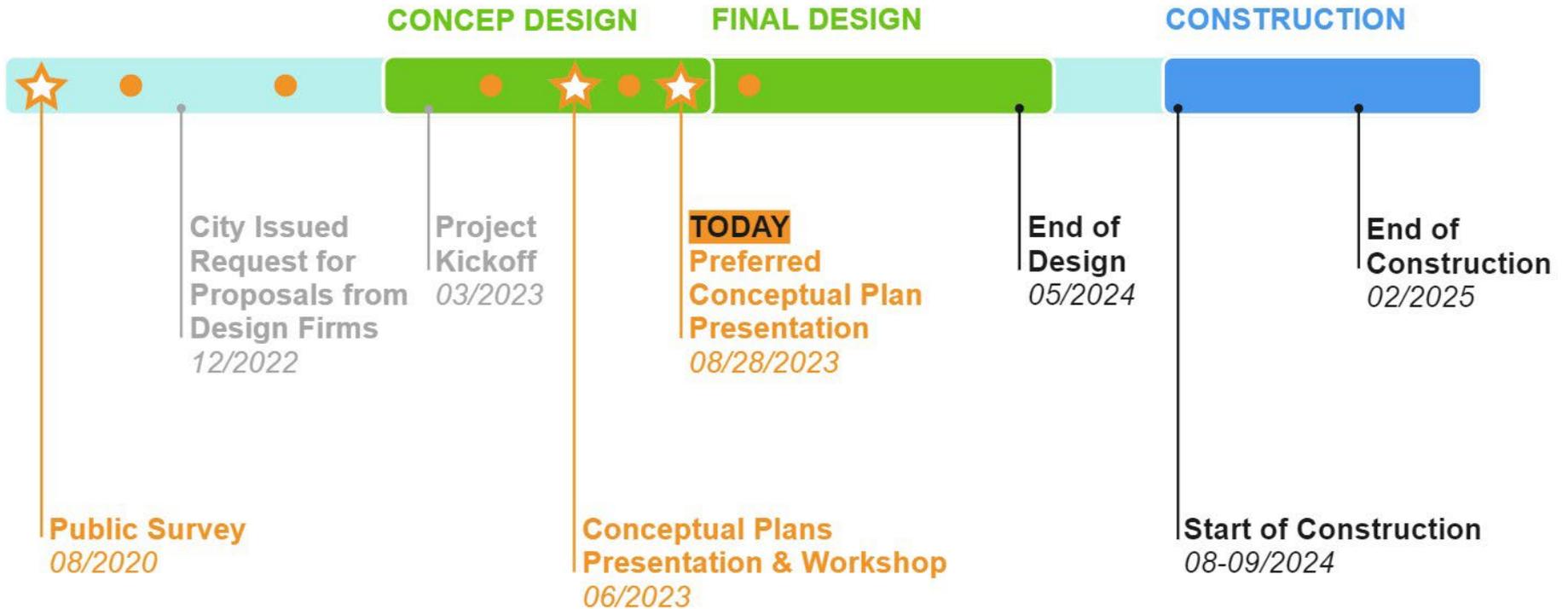
PHASE 2
Clean CA Grant
\$744 K

TOTAL ESTIMATED CONSTRUCTION COST \$1.3 – 1.55 MI

PHASE 1
Cost Estimate
\$600 – 800K

PHASE 2
Cost Estimate
\$700 - 750 K

NEXT STEPS



● Ongoing Public Input

To access the project website,
scan the QR code:

