



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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

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.
Topic: Inyo County Local Transportation Commission Meeting
Time: May 17, 2023 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89835358352?pwd=TmQya1BEbHB4VVkwalhNdXNMSGdGUT09>

Meeting ID: 898 3535 8352

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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@invocounty.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).

May 17, 2023

9:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

1. Consent Agenda

- a. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of April 19, 2023.
- b. Low Carbon Transit Operations Program (LCTOP) – Receive staff report and consider the allocation of \$46,584 of FY 2022-23 funds to Eastern Sierra Transit Authority (ESTA) via Resolution No. 2023-01 and authorize Executive Director to sign the letter of support.
- c. Request Commission 1) approve via Minute Order the Overall Work Program for the Inyo County LTC for FY 2023-2024, 2) authorize the Executive Director to sign related documents and 3) allow staff to make minor technical changes if required.

DISCUSSION ITEMS

INFORMATIONAL ITEMS

2. City of Bishop Report
3. ESTA Report – ESTA Executive Director Staff Report attached.
4. Caltrans Report
5. Tribal Report
6. DVNP Report
7. USFS Report
8. Executive Director’s Report
9. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday June 21, 2023

UPCOMING AGENDA ITEMS

- TDA Claims (STA & LTF)
- Adopt 2023 Unmet Transit Needs
- RSTP Exchange allocation
- RTP and ATP project prioritization
- MOU negotiations

Action Item No. 1

Consent Agenda



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Inyo County Board Chambers, 224 N. Edwards St., Independence

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@invocounty.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).

April 19, 2023

9:02 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Stephen Muchovej

Celeste Berg

Scott Marcellin

Jennifer Roeser

Others Present:

Phil Moores ESTA

Nora Gamino City of Bishop Public Works Director

Kristina Amaya Inyo County Public Works

Justine Kokx Inyo County Public Works/LTC

Ashley Helms Inyo County Public Works

Neil Peacock Caltrans

Catharine Crayne Caltrans

Lana Morris Caltrans

Mike Errante Public Works Director

Deston Dishion: City Administrator

Maggie Ritter Caltrans

Neil Peacock Caltrans

Bob Strub: Member of the Public

2. Public Comment

Bob Strub approached the podium: Bob expressed gratitude to see progression on accessing grants to help improve the conditions of the roads in Lone Pine. He added that the roads in Lone Pine are in serious need of improvement and he imagines the replacement rate is one every 50 years on the conservative side.

ACTION ITEMS

1. Consent Agenda

- a. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of February 15, 2023.
2. Request Commission 1) approve via Minute Order the Overall Work Program for the Inyo County LTC for FY 2023-2024, 2) authorize the Executive Director to sign related documents and 3) allow staff to make minor technical changes if required.

***Motion to approve the February 15, 2023, minutes was made by Commissioner Roeser and seconded by Commissioner Marcellin. The Commission requested minor changes to the OWP to be presented at next month's meeting. All in favor.**

3. Request Commission receive a Staff Report and a copy of the meeting notes of the Social Services Transit Advisory Council (SSTAC) and conduct a **Public Hearing** to gather input on unmet transit needs.

No public comment was received during the discussion or the public hearing.

Justine provided an overview of the Unmet Transit Needs annual process and a summary of the SSTAC meeting held on February 2023. Every year the Local Transportation Commission is required to conduct the annual unmet transit needs process, which includes a public hearing. This involves meeting with the sources Social Services Transit Advisory Council, which includes Operators in the area, including ESTA, as well as transit providers such as ESAAA and IMAH. Three transit riders were in attendance who met SSTAC criteria of 60+ in age, disabled and/or of limited means. Jenny Parks from IMAH and Phil Moores of ESTA as well as several representatives with Caltrans were in attendance. A summary of the unmet needs items were discussed included adding a transit stop at the Buttermilk Road turnoff, adding a “Mammoth Express” route between Bishop and Mammoth on the weekends, better schedule between Lone Pine and Bishop for commuters, weekend service along 395, and once or twice-a week later departure to Benton from Bishop. The prior year Unmet Transit Needs list was reviewed towards the end of the meeting. The final unmet needs list will be brought to the Commission during the May meeting for final approval.

Phil further explained that he will request ESTA board approval to implement weekend service between Bishop and Reno, which is currently listed as an unmet need. He also mentioned that he

plans to discontinue Bishop Creek shuttle service. After 5 or 6 years of very poor ridership and at a time when equipment and expenses are at a premium, he doesn't think it's worth it to continue the shuttle. The average number of riders is 2.2 people per hour, and it's never gotten better despite efforts. Phil thinks that the Forest Service should take the lead on this shuttle project following the Red's Meadow model. Commissioner Muchovej asked if there are unmet needs still that are unreasonable to meet, does that mean that we can use transit funding on local streets and roads? The answer is no, as long as there are unmet needs, transit funding must remain available for transit.

DISCUSSION ITEMS

4. Active Transportation Program (ATP) Grant Project "Brain Storming":

Justine provided a brief overview of the upcoming ATP grant deadlines. During October the CTC will begin developing new guidelines for the ATP grant program. In March 2024 they will open the application period, ending in June. It is a highly competitive grant program. The staff report includes a list of ATP projects from the 2015 ATP Update. Any that did not benefit a disadvantaged community (DAC) was removed. Commissioner Muchovej posed a question about how the City of Bishop can make an argument that a Safe Routes to School (SRTS) project on the west side of Bishop benefits a DAC when according to the latest census, West Bishop is no longer considered a disadvantaged community? It seems that many of the projects listed could be argued as a "safe route to school" that benefit East Bishop, which is definitely a DAC by income. Justine added that Cycle 6 ATP allowed agencies to create their own definition of a disadvantaged community using each communities' unique characteristics. Applicants are not limited to the three main categories such as low income, Free or Reduced School Lunches or Healthy Places Index. The Active Transportation grant program is a little more flexible and you could argue that the west side improvements would directly benefit the east side. Neil Peacock added that there are many ways to go about this. For example, using the equity index mapping indicator tool for the ATP application. Lana Morris chimed in; she is the ATP coordinator at Caltrans claims that Safe Routes to School and ATP can operate under the same ATP umbrella. If you can check the disadvantaged community box, as well as the SRTS, you get more points. She added that last year, the City of Bishop submitted an amazing application, but only scored a 65 because it didn't show that it benefitted a DAC. The cutoff score was 78. Any project that benefitted a tribe was bumped up and Lana thinks that if we work with one of the Tribes, we will have a more competitive application. One project that stands out on the list is Barlow Lane. Also, the applications completed by a consultant tend to score higher. The more boxes you can check, the more points. Justine added that community engagement is very important. We want to get started early to make sure that you get the community involved and ensure that the community's ideas are reflected in the project.

Commissioners proceeded to prioritize and rank projects on the list. Projects with the highest number of disadvantaged characteristics should rank higher. For the City, they expressed support for Academy sidewalk (DAC & SRTS), Home Street connection (DAC & SRTS, Tribe), Pine Street sidewalk (SRTS), also, Lagoon Street (current SRTS project) and improving Clarke Street should be added to the priority list (DAC, SRTS and Tribe).

Priority County projects included See Vee Lane, add a sidewalk to the bus stop off 395 (DAC, SRTS, Tribe), Barlow – add sidewalks to Diaz or Sierra (SRTS, DAC, Tribe), Big Pine Tribe’s Bartell to Blake project (SRTS, DAC, Tribe), Big Pine Veterans’ Path (DAC, SRTS?), Tecopa - Old Spanish Trail, Tecopa Hot Springs, Furnace Creek, bicycle lanes (severe DAC).

INFORMATIONAL ITEMS

5. HSIP Cycle 11 Staff report and success letter

Justine provided a quick overview of the winning HSIP grant application to install a high friction surface treatment, a flashing beacon and chevron curve signage along approximately 1.2 miles of Old Spanish Trail Rd. over Emigrant Pass. Grant award is \$209,000. The relatively small grant award prompted a question by Commissioner Muchovej. With construction costs changing at such a rapid pace, is there confidence that the project will be completed with the requested funds? Justine replied that the consultant built in a 15% contingency, and the Road Department Deputy Director concurred with the amount. Commissioner Roeser added that the Community of Tecopa during the SE County Board meeting expressed appreciation for the project. They do want more signage, however.

6. Vacant ICLTC Commissioner

Vice Chair Thompson resigned as Commissioner in March 2023. The process for replacement requires a 10-day advertisement for a request for letters of interest directed to the Assistant Clerk of the Inyo County Board of Supervisors. One letter of interest has been received so far. Staff will bring the letters of interest to the Board of Supervisors in May/June for Board appointment. Mr. Thompson’s keen understanding of transportation policies, his entrepreneurial spirit always focusing on the needs of the County and wry sense of humor will be greatly missed.

7. City of Bishop Report

Nora Gamino provided the City of Bishop report. Work is continuing work on the East Line Street bridge replacement project which is a STIP funded project. The City is going through the environmental process right now. They are going to have an open house to increase public awareness and engagement on May 17th at 9:00 a.m. in City Hall. They will host a session for the public to hear about what the design alternatives are, and what the detour route might look like. As the Commission knows, it's the primary access point not only to the airport but also to a neighborhood in the community. So, detours are going to be very important. They'll also be conducting engagement with the public about incorporating art in that project to make it something that is welcoming, inviting, and it's kind of a gateway into the city because folks are coming in from the airport. We want them to know they're entering the city of Bishop. They will be sending out a flyer; that'll be an evening meeting. Another priority the City is working on is the Whitney Alley project. They have a grant from the California Natural Resource Agency to redesign green infrastructure improvements in Whitney Alley, and they are currently working on schematic designs for that, and we'll be hosting a couple of workshops probably sometime in June to talk about the different design options for that project. Now with that, they recognize that there is not enough money in that grant to actually put that project on the ground. It is severely underfunded. The project aligns perfectly with Clean California grant program goals. They're

preparing a grant application to Clean California to supplement that prop 68 funding and use those two together to put a project on the ground. That's really what the community needs in that area. Finally, the City is advertising for on-call engineering services RFQ right now. The idea is to get a couple of engineering firms on board under contract to easily tap into them to get some of the designs done. There is a severe backlog of street maintenance needs, and sidewalk maintenance. They need to have some capacity to tap into. The RFQ's are due on May 3.

Commissioner Muchovej asked if several other communities such as Johnston, the community near cemetery, and WMRC were going to be included in the mailing to gather public input about the East Line Street bridge and detour. Nora replied yes, she will work with GIS analyst for those parcel addresses.

Phil Moores asked Nora about the status of installing an EV charger at the City Park. He had had discussions with Deston Dishion previously and wanted to join in that effort. Nora replied that she will follow up with staff and talk with Phil offline.

8. ESTA Report

Phil Moores provided the ESTA report. He began by expressing sincere thanks to Commissioner Roeser for coming up to Aspendell to visit her constituents during the storms. He next shared a chart showing Dial-A-Ride ridership by route comparing years that included pre-Covid 2019 through 2023. The data revealed a huge rebound of transit services in Inyo County, 17% to 21% over pre-Covid. Overall ridership is down 22% but Inyo is doing so well. Reno route also doing well. Bishop ESTA building will begin design phase out of pocket. He may ask LTC for reserves, but it is worth the risk to move forward. Hoping for a resolution to the DWP Inyo lease issue. Commissioner Roeser shared that there has been significant progress. Commissioner Marcellin praised Phil & ESTA for managing to bounce back while the rest of the states and country are trying to figure out how to keep the transit system funded through FY23-24. Phil appreciated that sentiment and will extend those thoughts to his staff. He added that Karla Whisler, the Lone Pine Driver won employee of the quarter for her role in bringing that service back to where it is today.

9. Caltrans Report

Neil appreciated Catharine Crayne and Lana Morris, a big thank you to the great team! He next introduced Maggie Ritter. Maggie is on a temporary rotation as Senior Transportation Planner. She introduced herself, she is also a Bishop native, and her father is an avid user of ESTA's transit services. She is happy to be here and has lots of NEPA and CEQA experience. Neil continued that they are finalizing the hiring of an Environmental Geologist for the PID program. They are also in the process of hiring an Environmental Construction Manager. Caltrans staff will be attending the Big Pine Tribe's ATP scoping meeting on the 21st. He also plugged Big Pine in the Towns to Trails effort as another avenue to integrate projects, always looking for synergies, projects may or may not be synchronized. The earlier the better to be able to synchronize projects. Working on creating a position to facilitate repatriation of archeological collections to tribes. It's an AB 275 requirement, requires specialized cultural skillset. Earth Day at Bishop Paiute reservation. Complete Streets estimates for Fish Springs submitted and Bishop Raised Median project construction is underway. Schober two-way turn lane set to advertise. Seeking bids for 168 bike & ped project in Bishop. Caltrans coordinates actively with cities and counties and NV regarding storm damage, it's a continual effort. Staffing up in transportation & electrical engineering staff. Annual Worker's Memorial event being held today,

heartfelt love to all the people on the Caltrans team that have been lost. The memorial dates back to 1914. Reminded everyone to be safe on the road. Thanks to Catharine for helping put these notes together. Commissioner Roeser asked to have Caltrans coordinate with Mule Days staff regarding the difficulties the raised median project will likely have on the mule trains in the annual parade, in regard to making the turn, pedestrian safety measures, etc.

10. Tribal Report

None

11. DVNP Report

None

12. USFS Report

None

13. Executive Director's Report

Mike Errante zoomed in from Shoshone. He pulled up the most recent project map highlighting major projects for Public Works. A lot of storm damage activity. Preparing for run-off as well. Lower Rock Creek is repaired up to the grade. Now going out to bid for pavement. Whitney Portal had a major rockslide, which has been repaired. Big Pine channel needed repairs in advance of the run-off. Road Crews are working with DWP and Caltrans to mitigate the anticipated damage from run-off. State Line Road FLAP grant in the works. Kicking off design now, construction in 2028. Also, will talk to Caltrans about taking that section over as a State Hwy. Lone Pine ADA sidewalks. Thanks to Lana for helping us out with this. Have been funded through the CTC. Going out to bid later this spring. Construction late summer early fall. Lone Pine town streets, 18 road miles. Construction is scheduled to be funded in 2027-28. North Round Valley Bridge had some pilings delays over the past year, but sustained no damage from the latest storms. Engineered to meet the demand. Anticipate opening the Bridge in May with a ribbon cutting ceremony. County is working with City on East Line Bridge. Looking forward to the open house on the 17th. HSIP grant in Tecopa, and Tecopa ATP opportunities forthcoming as well. Commissioner Muchovej brought up the Buttermilk Road. Any idea what the plans are for improving the road? Mike replied he is working with the USFS to determine the best type of material to use. Will know more in a few weeks. Commissioner Muchovej brought up the waterfall crossing Silver Canyon Road. Mike will reach out to Shannon. It is amazing how many of these roads have been damaged and flooded. Thanks for the info. Communities are the highest priority.

14. Reports from all members of the Inyo County LTC

Commissioner Muchovej simply reported that he has been driving around a lot lately, all of the dirt roads are in really bad condition.

Commissioner Roeser reported that the Inyo BOS attended the CSAC conference last week. She set up a meeting with the state senator. Raised the issue of the Tri-County MOU. CSAC advocate agreed this is an issue that needs to be fixed.

Chair Berg requested to have special workshops about the RTIP and RTP & MOU.

Commissioner Marcellin added that the Commission needs to be focused on AB 7, if passed it will gut funding for roads highways, and corridors to benefit mass transit. Not good for rural counties. Keep an eye on that one.

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday May 17, 2023, Bishop City Chambers

UPCOMING AGENDA ITEMS

- 2023 Unmet Transit Needs adoption
- Adopt FY2023-2024 Overall Work Program
- Apportion FY2023-2024 LTF and STA allocations
- RSTP Exchange allocation
- RTP, RTIP and ATP project prioritization
- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2022-23 Funds
Initiated by: Phil Moores

BACKGROUND:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total monies received shall be expended on projects that will benefit disadvantaged communities. Disadvantaged community in this program is focused on air quality, not income. Inyo County does not have any disadvantaged communities as defined in the LCTOP program.

This program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

ANALYSIS/DISCUSSION:

Funding to the LCTOP is consistent to prior FY 21-22 where ESTA received \$125,243. \$127,112 is available in FY 22-23.

Eastern Sierra Transit is requesting FY 2022-23 LCTOP funds from both the Inyo and Mono County LTCs to fund three projects: continuation of an expansion of the Mammoth Express fixed route, additional Mammoth Express route available on the weekend and the purchase of an additional electric paratransit vehicle and supporting infrastructure to be used in Bishop dial-a-ride service.

The expansion of the Mammoth Express route is a continuation from the prior year and would continue to provide an additional northbound run departing Bishop The trips are at 6:45am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run

departing Mammoth at 7:05pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom’s Place or Bishop.

The additional Mammoth Express project would provide a morning and early evening roundtrip option from Bishop to Mammoth on Sundays. (Saturday will be covered by Reno route beginning in July 2023) This route would allow passengers to travel to Mammoth for both work and recreation to do so on Sunday. Additionally, it will give more options to Mammoth residents and visitors to spend time in Bishop.

The third project is for the purchase of one electric paratransit van to be used in Bishop dial-a-ride service. The vehicle will be fully ADA accessible and carry up to 9 passengers. This project will utilize four years of LCTOP roll over funding, vouchers and incentives funds. The vehicle is anticipated to be purchased in 2026.

FINANCIAL CONSIDERATIONS:

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The allocation of funding from the State Controller’s office for the Eastern Sierra Region totals \$127,211. The Section 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year.

Mono County (99313)	\$ 32,840
Eastern Sierra Transit Authority (99314)	\$ 47,688
Inyo County (99313)	\$ 46,584
Total	\$127,112

PROJECT COSTS:

The proposed costs for the projects are below.

Continues Expansion Of Mammoth Express	\$ 48,640
Additional Mammoth Express (Sundays)	\$ 31,888
Electric Vehicle	\$ 46,584
Total	\$127,112

RECOMMENDATION

It is recommended that the Inyo LTC approve Resolution 2023-01 allocating \$46,584 of FY 2022-23 Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicle and infrastructure, and to authorize the Eastern Sierra Transit Authority's Executive Director or Administration Manager to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.



FY 2022-2023 LCTOP

Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE Inyo County Local Transportation Committee
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Phil Moores, Executive Director –Eastern Sierra Transit Authority OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent) OR

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Michael Errante Executive Director
(Print Name) (Title)

(Signature)

Approved this 17 day of May, 2023

RESOLUTION #2023-01

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):
ELECTRIC VEHICLE \$46,584

WHEREAS, the Eastern Sierra Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

WHEREAS, the Eastern Sierra Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to Phil Moores, Executive Director

WHEREAS, the Eastern Sierra Transit Authority wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Eastern Sierra Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Eastern Sierra Transit Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2022-2023 LCTOP funds:

List project(s), including the following information:

Project Name: Electric Vehicle

Amount of LCTOP funds requested: \$46,584

Short description of project: Purchase of one electric paratransit vehicle and infrastructure

Benefit to Priority Populations: Project creates or improves infrastructure or equipment that reduces criterial air pollutant or toxic air contaminant emissions in low-income communities.

Contributing Sponsors (if applicable): Inyo County Local Transportation Commission

APPROVED AND ADOPTED this 17th day of May 2023, by the following vote of the Inyo County Local Transportation Commission

AYES:

NOES:

ABSTAIN:

ABSENT:

Celeste Berg, Chairperson of the
Inyo County Local Transportation
Commission

Attest: Kristina Amaya
Secretary of the Board

By: _____

RESOLUTION #2023-06

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

FOR THE FOLLOWING PROJECT(S):

MAMMOTH EXPRESS 2.0 FIXED ROUTE SERVICE \$48,640

MAMMOTH EXPRESS Sunday Expansion \$31,888

ELECTRIC VEHICLE \$46,584

WHEREAS, the Eastern Sierra Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

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

WHEREAS, the Eastern Sierra Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to Phil Moores, Executive Director

WHEREAS, the Eastern Sierra Transit Authority wishes to implement the following LCTOP project(s) listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Eastern Sierra Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Eastern Sierra Transit Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2022-2023 LCTOP funds:

List project(s), including the following information:

Project Name: Mammoth Express 2.0 Fixed Route Service

Amount of LCTOP funds requested: \$48,640

Short description of project: Operation of the 6:45 am Bishop to Mammoth and the 7:05 pm Mammoth to Bishop runs of the Mammoth Express Route.

Benefit to a Priority Populations: Project improves transit connectivity for residents in low-income communities.

Contributing Sponsors (if applicable): Mono County Local Transportation Commission

List project(s), including the following information:

Project Name: Mammoth Express Sunday Expansion

Amount of LCTOP funds requested: \$31,888

Short description of project: Would allow for a morning and early evening round trip passage from Bishop to Mammoth. his route would allow passengers to travel to Mammoth for both work and recreation to do so on Sunday. Additionally, it will give more options to Mammoth residents and visitors to spend time in Bishop.

Benefit to a Priority Populations: Project improves transit connectivity for residents in low-income communities.

Contributing Sponsors (if applicable): Mono County Local Transportation Commission

List project(s), including the following information:

Project Name: Electric Vehicle

Amount of LCTOP funds requested: \$46,584

Short description of project: Purchase of one electric paratransit vehicle and infrastructure

Benefit to a Priority Populations: Project creates or improves infrastructure or equipment that reduces criterial air pollutant or toxic air contaminant emissions in low-income communities.

Contributing Sponsors (if applicable): Inyo County Local Transportation Commission

APPROVED AND ADOPTED this 14th day of April, 2023, by the following vote of the Eastern Sierra Transit Authority Board of Directors:

AYES: *Directors Schwartz, Sauser, Bubser, Kong, Duggan*

NOES: *0*

ABSTAIN: *0*

ABSENT: *Directors Griffiths, Gardner, Orrill*

Karen Schwartz
Karen Schwartz, Chairperson
Eastern Sierra Transit Authority
Board of Directors

Attest: Linda Robinson
Secretary of the Board

By: *Linda Robinson*



FY 2022-2023 LCTOP

Authorized Agent

AS THE Chairperson
(Chief Executive Officer/Director/President/Secretary)

OF THE Eastern Sierra Transit Authority
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Phil Moores, Executive Director –Eastern Sierra Transit Authority OR
(Name and Title of Authorized Agent)

(Name and Title of Authorized Agent) OR

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Karen Schwartz Chairperson
(Print Name) (Title)


(Signature)

Approved this 14 day of April, 2023



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

May 17, 2023

Phil Moores
Executive Director
Eastern Sierra Transit Authority
P.O. Box 1357
Bishop, CA 93515

Phil,

The Inyo County Local Transportation Commission (ICLTC) supports Eastern Sierra Transit Agency's (ESTA) efforts to improve infrastructure that reduces air pollutants and emission in our low-income communities. The use of the Low Carbon Reduction Transit Operations Program (LCTOP) in the amount of \$46,584 to purchase an electric paratransit vehicle aligns with these goals, and the ICLTC offers this letter of support to ESTA to further these objectives.

Sincerely,

Michael Errante
Executive Director, Inyo County Local Transportation Commission



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: May 17, 2023

SUBJECT: Draft FY 2023-2024 Overall Work Program

Recommended Action

Approve via Minute Order the Draft Overall Work Program (OWP) as Final and authorize the Executive Director to sign related documents and make minor technical changes if needed.

Background

Every year the Inyo County Local Transportation Commission (ICLTC) is required to adopt an Overall Work Program. The OWP is a one-year scope of work and budget that provides a framework for transportation planning activities during the fiscal year. It is a summary of proposed work and estimated costs tied to specific available funding sources and transportation planning activities. The OWP is prepared in accordance with the 2017 Regional Planning Handbook.

The OWP includes anticipated expenditures and descriptions of activities for three types of funds that comprise the bulk of the ICLTC budget. Rural Planning Assistance (RPA) funds totaling \$230,000 (Plus rollover); Planning, Programming & Monitoring (PPM) funds totaling \$157,000 (FY2021-2022); and Transportation Development Act (TDA) funds for administration and audits, and transit-related activities, totaling an estimated \$94,004.

Discussion

During the April 19, 2023, meeting, the Commission requested staff revise the draft OWP “Issues and Concerns” section to include an emphasis on the impacts state highways (US 395) have on communities, including segregation, lack of complete streets features, lack of connectivity and dangerous crossings. A glossary of acronyms was added, as well as a new activity code to capture staff time spent actively engaging with the upcoming changes in funding structure and grant opportunities. All additions are in red font.

The draft of the FY2023-2024 OWP was first presented at the April 19, 2023, meeting. The Agenda packet included comments by Caltrans and included a staff report with a detailed

discussion of the need and purpose of the OWP, by funding source (see agenda packet at <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>)
The OWP is due to Caltrans by May 30, 2023.

Attachments: Draft OWP incorporating changes made in response to Commissioner comments

INSERT SIGNED COVER PAGE

**2023-2024 OVERALL WORK PROGRAM
FOR THE
INYO COUNTY LOCAL TRANSPORTATION COMMISSION**

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DRAFT

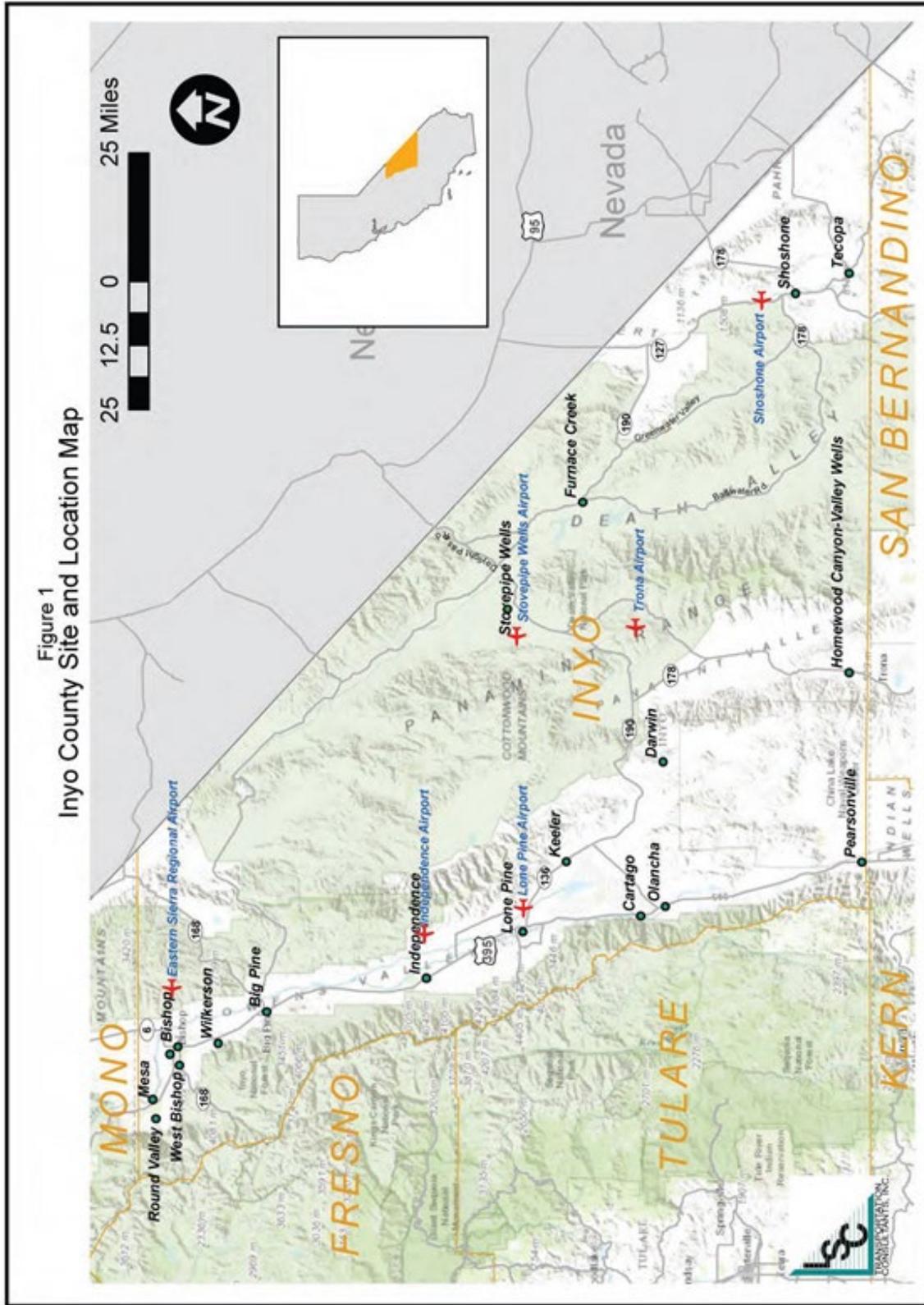
2023-2024 OVERALL WORK PROGRAM
FOR THE INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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. 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. An exception to the lack of development has occurred in recent years in southeast county. 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. The expansion of tourist activity, along with the increase of retirees, will be the basis for the minimal population growth expected for the County in the foreseeable future. Digital 395, a project funded by an American Recovery Act of 2009 grant, installed fiber optic cable along the US 395 corridor and provides broadband Internet access to the area. This provides an opportunity for an increase in Internet-based businesses in the Eastern Sierra. In 2023, the Inyo Mono Broadband Consortium was awarded a planning grant to expand service to unserved or underserved communities. Inyo county was also 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.

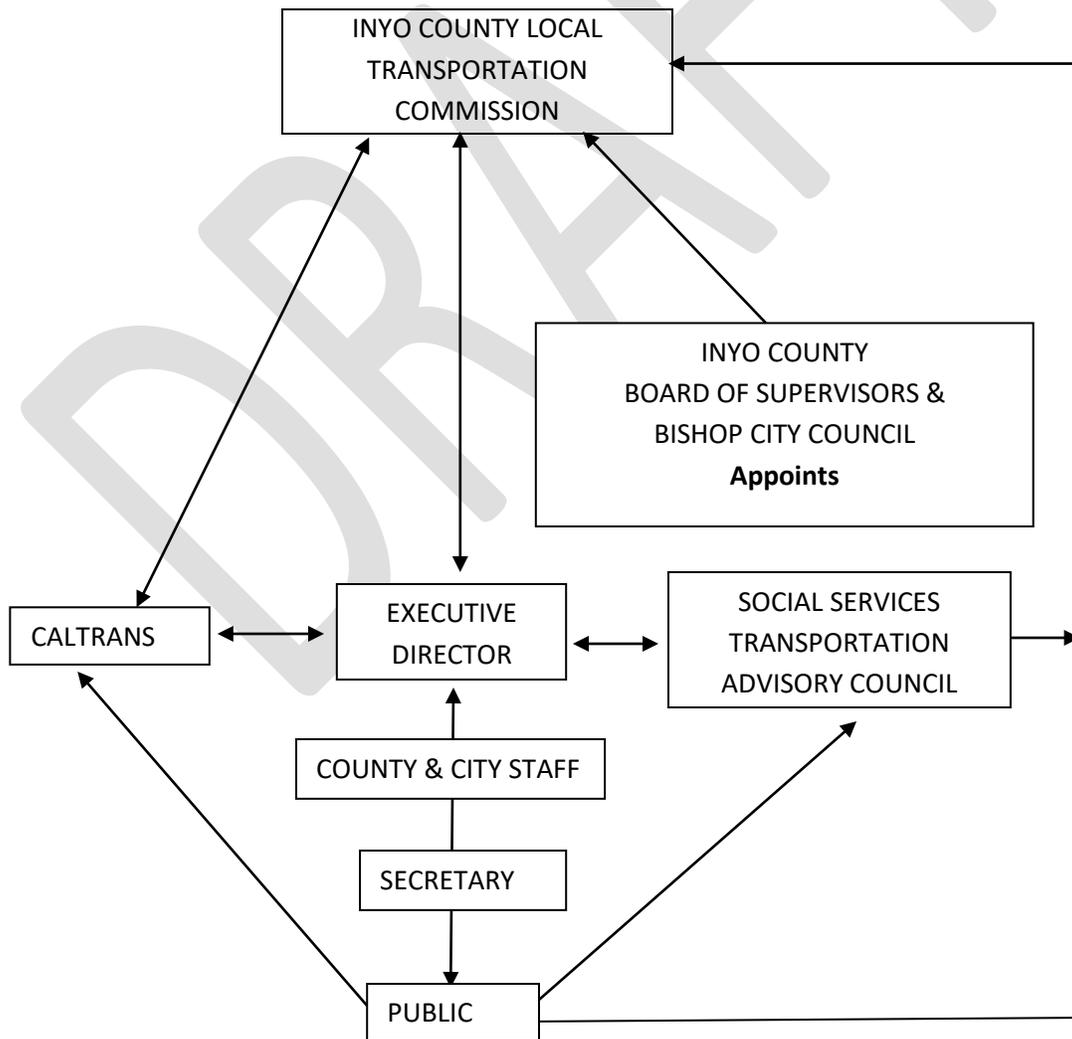
D. Staffing

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>

2019 Regional Transportation Plan
2020 Regional Transportation Improvement Program (RTIP)
Inyo County LTC Bylaws
Inyo County LTC Organizational & Procedures Manual
2015 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 \$1,602.67 per month. The County bills the ICLTC for Workers' Compensation Insurance at a rate of \$215.17 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 2023-2024 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 projected out through the 2028 STIP cycle. This limits the ability to program significant new funds in STIP.

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

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 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.

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

The ICLTC also needs to prioritize other possible projects for future transportation programming. Some possibilities include other State Routes in the area, County, City, and Tribal Government roads, and bicycle and pedestrian trails and routes. The needs and goals for many of these alternatives are discussed and defined in the current 2019 Regional Transportation Plan (RTP) and the 2015 Active Transportation Plan (ATP). ATP grant funding is a primary source of bicycle and pedestrian project funding. The 2019 RTP update includes proposed bicycle and pedestrian projects. The ICLTC will use this document to prioritize new bike and pedestrian projects for upcoming ATP grant cycles. The ICLTC will be updating the 2019 RTP in 2023. The ICLTC has committed to funding an update to the 2015 ATP document. The USBR (United States Bicycle Route)-85 corridor has been proposed and approved by the Inyo County Board of Supervisors. Future USBR corridors can be considered. The Local Road Safety Plan 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. Covid-19 restrictions and cancellations delayed some planned staff training and limited cooperative work, but the PMP work has continued. Although the ICLTC is not required to prepare and maintain a Congestion Management Plan (CMP), there exists a continuing need to develop evaluation criteria addressing multi-modal and inter-modal transportation systems.

Air Quality

In California, both federal and state ambient standards exist for CO, PM10, and ozone. California's ambient standards are more stringent than the federal standards for these pollutants. Areas that meet the ambient

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

Aviation

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

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

A priority identified in prior work plans was to secure funding for ESTA to expand their headquarters at the Bishop Airport. In FY18-19 the LTC assisted ESTA in submitting for and obtaining an FTA Section 5339(b) grant that will provide \$457,139 in funds for a new headquarters building. A 20% match and additional funding may be provided through 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 September 2019 for compliance with the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Federal Reauthorization. Since FAST Act made very few changes to MAP-21, the two are referred to together as MAP-21 / FAST Act.

In August 2014, the ICLTC changed the RTP update schedule from every 5 years to 4 years. The advantage of doing this is that then the County and City of Bishop are able to update their Housing Element every 8 years instead of every 5 years. The ICLTC will be updating the RTP in 2023.

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

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

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

TRIBAL CONSULTATION

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

The County of Inyo, the City of Bishop, and the Bishop Paiute Tribe were collaborative partners in the adoption of the Inyo County Collaborative Bikeways Plan. The County of Inyo and the City of Bishop have coordinated with Tribal Governments to identify sections of County and City roads, routes and bridges that qualify for inclusion in the Bureau of Indian Affairs Indian Reservation Roads (IRR) inventory system. In Fiscal Year 2023-2024, ICLTC and Inyo County Public Works will collaborate with the Big Pine Paiute Tribe to apply for a competitive Active Transportation Program grant. 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 9 and 13
- ❑ Work Element 400.3, Method/Task numbers 8 and 13
- ❑ Work Element 500.1, Method/Task numbers 2, 8, 10 and 11
- ❑ Work Element 510.1 Method/Task number 2 & 7
- ❑ Work Element 700.1, Method/Task numbers 21, 24, 32, 38, 40 and 41

PUBLIC PARTICIPATION

Several factors determine the methods utilized and results of public review and participation in Inyo County, including: a) the limited nature of urban transportation issues due to the rural character and sparse population (18,039) of the County; b) the predominant reliance on the automobile as the primary mode of transportation, given the considerable distance between communities and regional destinations; c) the amplified importance of a limited number of transportation corridors necessary for travel; and d) although the County is the second largest in the State (10,203 square miles), 98.3% of the land in the County is owned and administered by various public agencies, thereby, severely constraining future growth. These

factors combined have resulted in focused and clearly identified transportation priorities that generate a minimal amount of controversy and subsequent participation in public forums.

The Covid 19 pandemic proffered an opportunity to enhance public participation as the usage of virtual technologies, such as Zoom, became mainstream throughout industries. The ICLTC will continue to provide access to public meetings via virtual means 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/inyo-county-local-transportation-commission> . The ICLTC is prepared to participate in or schedule public meetings to discuss relevant transportation issues, as the need arises.

Core Planning Functions

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

MPOs 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)

This planning factor only partially applies to the ICLTC. The ICLTC completes an annual update to the OWP, engages in public participation, and completes an update to the Regional Transportation Plan every four years. The ICLTC as a rural transportation planning entity does not directly complete updates to the Federal Transportation Improvement Program. The California Department of Transportation is responsible for

completing updates of the Federal Statewide Transportation Improvement Program (FSTIP) on behalf of the ICLTC and the ICLTC reviews and comments on the FSTIP on behalf of local agencies. Specific methods and tasks that address this emphasis area are as follows:

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

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, 8, & 9
- ❑ Work Element 300.1, Method/Task numbers 1 through 5
- ❑ Work Element 310.1, Method/Task numbers 1 through 17
- ❑ Work Element 400.1, Methods/Task numbers 1, 3, 4, 5, 7, 8, & 12
- ❑ Work Element 400.2, Methods/Task numbers 4, 8, & 13
- ❑ Work Element 500.1, Method/Task numbers 5, 7, 8, & 9
- ❑ Work Element 600.1, Method/Task numbers 1 through 6
- ❑ Work Element 700.1, Method/Task numbers 10, 13, 14, 15, 17, 31, 35, 39, 44, 45

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 400.1, Method/Task numbers 7
- ❑ Work Element 400.3, Method/Task numbers 7 and 14
- ❑ Work Element 500.1, Method/Task numbers 1 & 2
- ❑ Work Element 510.1, Method/Task numbers 2, 6, 7 & 8
- ❑ Work Element 600.1, Method/Task numbers 1 through 7
- ❑ Work Element 700.1, Method/Task numbers 57, 60 & 62

FEDERAL PLANNING FACTORS

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

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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
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.						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		
3. Increase the security of the transportation system for motorized and non-motorized users.				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	
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	
7. Promote efficient system management and operation.	X	X	X	X	X			X	X			

8. Emphasize the preservation of the existing transportation system.			X			X	X	X				
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.			X			X	X			X	X	
10. Enhance travel and tourism.			X			X	X	X		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 2023/2024 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
- 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

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WORK ELEMENT 100.1 Compliance and Oversight

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

Previous Work: Continuing process. Each of the Methods/Tasks described below were completed in FY 2022-2023.

Products:

- Maintain records and minutes of ICLTC meetings and document Tribal government-to-government relations **Monthly July 2022 – June 2023**
- Miscellaneous reports, correspondence, and documentation, coordinate activities between Caltrans, Tribal Governments, local agencies, and ICLTC.

Methods/Tasks (for FY 2023/2024):

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 FY23-24 stream the LTC Meetings live using existing technology and infrastructure in the Inyo County Board Room and the Bishop City Council Chambers. **(July-June 2023, ICLTC staff)**
12. Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**

Funding Sources:

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

WORK ELEMENT 110.1 Overall Work Program (OWP)

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

Previous Work:

- Development of the FY 2023-2024 OWP (**January – May 2023**)
- Implementation of FY 2022-2023 Overall Work Program including quarterly reports (**July 2022-June 2023**)
- Amendment # 1 to the OWP (**November 2022**)
- Submittal of final certification of expenditures for RPA funds for FY 2021-2022 (**August 2022**)
- Submittal of the final report of PPM funds for FY 2019-2020 (**November 2022**)

Products (for FY 2023/2024): Quarterly and Final Reports, Amendments, Overall Work Program Agreement, correspondence and documentation, development of the 2024/2025 Overall Work Program.

Methods/Tasks (for FY 2023/2024):

1. Monitor implementation of FY 2023/2024 Overall Work Program. (**Monthly & Quarterly, ICLTC staff**)
2. Prepare amendments to incorporate changes or adjustments during the fiscal year. (**Quarter 3, ICLTC staff**)
3. Prepare and process Overall Work Program Agreement. (**Quarter 3 and Quarter 4, ICLTC staff**)
4. Prepare Draft and Final Overall Work Program for FY 2024/2025. Coordinate review and approval by Caltrans and ICLTC and incorporate review comments, as appropriate. (See task #10 below) (**Quarter 3 and Quarter 4, ICLTC staff**)
5. Prepare OWP Quarterly Reports and present to the ICLTC. (**Quarterly, ICLTC staff**)
6. Prepare 2022-2023 OWP Final Report and present to the ICLTC. (**Quarter 1, ICLTC staff**)
7. Prepare invoices and financial records. (**Quarterly, ICLTC staff**)
8. Maintain records and documentation. (**Monthly, ICLTC staff**)

9. Seek public comment, input, and participation for tasks identified in the OWP. **(Quarter 3, ICLTC staff)**

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

Funding Sources:

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

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WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)

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

Previous Work:

- Implementation of the 2022 STIP **(July 2022 – June 2023)**
- Continuous monitoring of local agency projects, and coordination with District 9 on future programming on the State Highway **(July 2022 – June 2023)**

Products (for FY 2023/2024):

- Miscellaneous reports, correspondence and documentation associated with the implementation of the 2022 STIP **(July 2023-December 2023)**
- 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 2023/2024):

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, as needed with strong emphasis throughout 2023, ICLTC staff)**
4. Develop the 2024 Regional Transportation Improvement Program (RTIP). **(July-November 2023)**
5. Attend California Transportation Commission meetings as necessary. **(As needed, ICLTC staff)**

Funding Source:

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

WORK ELEMENT 300.1 Administer Transit

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

Previous Work: On-going annual administration of the TDA. Each of the Methods/Tasks described in this work element were completed in FY 2022-2023. This included the completion of a Financial Audit and preparation for the upcoming triennial performance audit of ESTA. Prepared and submitted semi-annual reports for the PTMISEA and State of Good Repair (SGR) funds and submitted final project status report for FY21-22 SGR.

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

Methods/Tasks (for FY 2023/2024):

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. **(February – May 2024, ICLTC staff)**
3. Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit service operations and local streets and roads, when appropriate. **(Quarterly, as needed, ICLTC staff)**
4. Review transit operations and make recommendations for adjustments in service, in accordance with TDA requirements. **(Annually or as needed, ICLTC staff)**
5. Meet and confer with the Social Services Transportation Advisory Council in conformance with TDA Guidelines. **(February- April 2024, ICLTC staff)**
6. Ensure completion of all TDA financial and performance audits for the ICLTC and ESTA. **(July 2023 - January 2024, ICLTC staff)**
7. Implement recommendations set forth in the triennial performance audit of the ICLTC. **(July 2023 – June 2024, ICLTC staff)**
8. Administer the Transportation Development Act. **(July 2023 – June 2024, 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. **(July 2023 – June 2024, 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:	\$ 84,004
Total	\$ 84,004

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 **(January – April 2023)**
- 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 2023/2024):

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

5. Evaluate Intelligent Transportation Systems (ITS) technology for coordinating and monitoring current transit services. **(As needed, ICLTC staff)**
6. Monitor and evaluate the interregional transit service. **(As needed, ICLTC staff)**
7. Work with ESTA to pursue the procurement of long-term funding to ensure the continuation of interregional transit service. **(As needed, ICLTC staff)**
8. Participate with Kern COG and Mono County to establish a comprehensive interregional transit service for the Eastern Sierra corridor. **(As needed, ICLTC staff)**
9. For Federal Transit Administration grants, ensure that the grant applications are consistent with, and derived from the Coordinated Public Transit- Human Services Transportation Plan for Inyo-Mono Counties. **(As needed, January 2024 – April 2024, ICLTC staff)**
10. Refer to the Coordinated Public Transit - Human Services Transportation Plan for Inyo and Mono Counties as a reference in allocating TDA funds. (This task is only eligible to receive TDA funds) **(Annually, March 2024 - June 2024, ICLTC staff)**
11. Assist ESTA with planning-related activities related to the update of ESTA’s Short-Range Transit Plan. **(As needed, ICLTC staff)**
12. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff/consultant)**
13. Conduct outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority (i.e., Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and community leaders. **(As needed, ICLTC staff/consultant)**
14. Encourage local transit providers to submit applications for Federal Transit Administration grant programs (Sections 5304, 5310, 5311, and 5339) and coordinate with Caltrans in the review and submittal of these grant proposals. **(As needed, ICLTC staff/consultant)**
15. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily)**
16. Study transit strategy & options for recreational trailheads. **(As needed, & during the unmet transit needs process, February 2024 – May 2024, ICLTC staff)**

17. Support transition to alternative fuel transit vehicles and re-fueling infrastructure. **(As needed, ICLTC staff)**

Funding Source:

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

WORK ELEMENT 400.1 Project Development & Monitoring

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

Previous Work (from FY 2022/2023):

- Worked with LSC Consultants, Inc. to develop the Local Road Safety Plan (LRSP) **(July 2022 – October 2022)**
- Submitted two Highway Safety Improvement Program (HSIP) grant applications based on safety data derived from the LRSP.
- Continued to monitor and develop local road projects **(Ongoing)**
- Engaged County and City on future PSR needs **(January 2023 – June 2023)**
- ICLTC staff participated as evaluator for the Cycle 6 Active Transportation Program (ATP) grant cycle **(July 2022 -August 2022)**
- Attended guideline development for the Clean California, Reconnecting Communities, and Sustainable Transportation Planning grant cycles **(October 2022-January 2023)**
- Submitted Sustainable Transportation Planning grant **(Quarter 3)**

Products:

- Notification of award for Federal Lands Access Program (FLAP) grant for Stateline Rd. **(Quarter 2)**
- Developed a Local Road Safety Plan **(October 2022)**

Methods/Tasks (for FY 2023/2024):

1. Remain involved in the development and the allocation of funds for transportation planning-specific programs included in various funding programs such as: MAP-21 / FAST Act; Senate Bill 1, Road Repair and Accountability Act of 2017, Active Transportation Program, Sustainable Communities, Highway Safety Improvement Program. **(Quarterly/As needed, ICLTC staff)**

2. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**
3. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local projects. **(As needed, ICLTC staff)**
4. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(July 2023 - June 2024, ICLTC staff/consultant)**
5. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(July 2023 - June 2024, 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. **(As needed, ICLTC staff, consultant)**
10. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff, consultant)**
11. Update the County and City-wide Active Transportation Plan. **(July 2023- June 2024, ICLTC staff, consultant)**
12. 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)**

Work Element 400.1 Funding Sources:

Rural Planning Assistance fund	\$10,000
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Total \$10,000

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, and the Active Transportation Program.

Methods/Tasks (for FY 2023/2024):

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, 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. 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)**
5. 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. **(July 2023 - June 2024, ICLTC staff/consultant)**
6. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(July 2023 - June 2024, ICLTC, consultant)**
7. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(Quarterly, As needed)**

8. 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)**
9. The ICLTC shall use performance measures in the evaluation of projects for potential grant proposals. **(As needed, ICLTC staff, consultant)**
10. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff, consultant)**
11. 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)**
12. Update the County and City-wide Active Transportation Plan. Identify suitable projects for Active Transportation Program grant proposals and submit at least one application. **(July 2023- June 2024, ICLTC staff, consultant)**
13. Coordinate with the Big Pine Paiute Tribe to apply for an Active Transportation Program Grant **(July 2023-June 2024)**
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		\$12,000
	Total	\$12,000

WORK ELEMENT 400.3 Sustainable Transportation Planning Grant to prepare an Electric Vehicle Charging Infrastructure Network Plan

Purpose: Administer and implement the Sustainable Transportation Planning Grant, if successfully awarded. The scope of this grant spans several fiscal years; estimated timelines into future years are included.

Methods/Tasks (for FY 2023/2024):

1. Coordinate with Caltrans to conduct a kick-off meeting and execute the grant contract.
2. Develop and prepare request for proposals to procure a consultant to aid with the development of the Plan, using proper competitive procurement procedures as defined in the grant contract and guidelines, Caltrans LAPM, and state and federal requirements.
3. Monitor work and expenses according to scope of work and cost schedule (**Quarterly, ICLTC staff, consultant**).
4. Monitor work and costs to ensure invoices are submitted at regular intervals (**Quarterly, ICLTC staff**).
5. Data gathering and geospatial analysis of current EV infrastructure and future needs (**Q2-3 FY24-25, ICLTC staff, consultant**).
6. Develop interactive map tool to gather community input for high priority locations (**Q4 FY23-24; & FY24-25 & FY25-26, ICLTC staff, consultant**).
7. Develop Stakeholder database and summarize input received from stakeholders (**Q4 FY23-24, ICLTC staff, consultant**).
8. Contact Tribal governments to coordinate timelines and assess future EV planning efforts (**Q1-2 FY23-24, ICLTC staff, consultant**).
9. Coordinate with the City of Bishop to complement the City's existing and future planning efforts (**Q1-4 FY23-24, ICLTC staff, consultant**).
10. Advertising for consultant procurement (**Q2-3 FY23-24, ICLTC staff**).
11. Advertising for virtual and in person outreach and engagement workshops (**as needed, ICLTC staff, consultant**).

12. Bilingual services for interpreting or translating materials or meetings **(as needed, ICLTC staff, consultant)**.
13. Stakeholder advisory group meetings: these include a kickoff meeting and two additional meetings to summarize findings, results of analysis and to discuss the draft final report **(Q4 FY23-24, ICLTC staff, consultant)**.
14. Conduct site analysis to identify potential sites for EV charging. Contact property owners of the recommendations **(Q1-2 FY24-25, ICLTC staff, consultant)**.
15. Conduct economic analysis evaluating financial investment requirements and economic costs and benefits of EV infrastructure implementation **(Q1-4 FY23-24, ICLTC staff, consultant)**.
16. Conduct analysis of economic costs and benefits of County fleet transition to EV **(Q2-3 FY24-25, ICLTC staff, consultant)**.
17. Travel expenses to attend in person meetings **(As needed, ICLTC staff, consultant)**.
18. Light snacks for refreshments at public workshops (subject to prior approval by Caltrans) **(As needed, ICLTC staff)**.
19. Project administration of up to 5% for preparing quarterly reports, invoicing and kick-off meeting **(Quarterly, ICLTC staff)**.
20. Incorporate Federal Planning Factors as a priority within the planning document **(Q1-4 FY23-24 through FY25-26, ICLTC staff, consultant)**.
21. Draft and Final report as deliverables **(Q2-3 FY25-26, ICLTC staff, consultant)**.
22. Respond to comments received in draft plan **(Q2-3 FY25-26, ICLTC staff, consultant)**.
23. Presentation to Board of Supervisors of final plan **(Q2-3 FY25-26, ICLTC staff, consultant)**.

Work Element 400.3 Funding Sources:

Sustainable Transportation Planning Grant	\$10,000
Total	\$10,000

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.

Methods/Tasks (for FY 2023/2024):

1. Participate in Caltrans Division of Local Assistance Local Assistance Training Days, and program funding webinars.
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.
3. Remain current on the developments of the Road Charge Technical Advisory Committee.
4. Participate in bi-monthly RCTF and RTPA meetings.

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.

Previous Work:

- Monitor issues discussed by the Rural Counties Task Force. **(Bi-monthly)**
- Monitor issues discussed by the RTPA meeting group **(Monthly)**
- Coordinate with Mono County on potential renewal of Tri-County MOU. **(Quarter 1, Quarters 3-4)**
- Regular maintenance of the ICLTC website. **(Monthly)**
<https://www.inyocounty.us/government/commissions/inyo-county-local-transportation-commission>

Products:

- Tri-County MOU Extension/Amendment (**July 2023-June 2024**)
- AB-628 Implementation (**Ongoing**)

Methods/Tasks (for FY 2023/2024):

1. Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership. (**Quarterly/As needed, ICLTC staff**)
2. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. (**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. (**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. Implement ITS traffic circulation recommendations that develop out of community planning efforts. (**As needed, ICLTC staff**)

11. 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)**
12. Coordinate with Tribal Governments to apply for Bureau of Indian Affairs (BIA) grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff, consultant)**
13. Evaluate the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628 and Senate Bill 1354. These bills established a pilot program specific to Inyo County where certain non-street legal vehicles are allowed to operate on County maintained roadways and to cross the State Highway in several locations. Monitor issues related to the designation of combined use roads and seek public feedback. This task was initiated in FY 2012-2013 and will be carried over into FY 2023-2024. Report to Legislature due January 2024. The pilot program was extended and will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(Quarterly/As needed. Photo point collection will occur throughout FY23-24, ICLTC staff)**
14. Update the 2015 ATP. **(July-December 2023, ICLTC staff, consultant)**
15. Participate as a technical advisory committee member for Caltrans District 9 ITS Study. **(As needed, ICLTC staff)**
16. Implement the 2019 & 2023 Regional Transportation Plans. **(July 2023- June 2024, ICLTC staff)**
17. Continue further research, discussion and planning regarding traffic and truck patterns in Bishop, CA, specifically as it relates to our upcoming RTP update and the commercial air service into the Bishop Airport. **(July 2023 – December 2023, ICLTC staff, consultant)**

Funding Source:

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

WORK ELEMENT 510.1 Regional Transportation Plan

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

Previous work:

- Monitor implementation of the Inyo County Regional Transportation Plan 2019. **(July 2022 – June 2023)**
- Begin work with LSC consulting, Inc. for the RTP update. **(July 2022- June 2023)**

Proposed Products: 2023 Regional Transportation Plan

Methods/Tasks (for 2023-2024 FY)

1. 2023 RTP development and utilize staff and consultant time to continue RTP update process. **July 2023 – November 2023**
2. Community Engagement - Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. Ensure planning projects consider and address the needs of traditionally underrepresented populations such as the elderly, disabled, low-income, and minority (i.e., Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons) communities/groups and Tribal Governments. **(July 2023 – October 2023, ICLTC staff, consultant)**
3. Work with consultant on developing the 2023 RTP. **(July 2023 – November 2023, ICLTC staff, consultant)**
4. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(As needed, ICLTC staff, consultant)**
5. Incorporate the 2024 RTIP. **(July 2023 – November 2023, ICLTC staff, consultant)**
6. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the implementation of year-round commercial air service. **(July 2023 – November 2023, ICLTC staff, consultant)**

7. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(July 2023 – November 2023, ICLTC staff, consultant)**
8. Coordinate with transit operator to evaluate current information on the state of transit assets **(July 2023 – June 2024, ICLTC staff, consultant)**

Funding Source:

Rural Planning Assistance:	\$ 45,000
Total	\$ 45,000

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WORK ELEMENT 600.1 PMP/GIS

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

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

Previous Work:

- FY19-20 saw the decision to bring the PMP in-house. Staff attended trainings, developed a new capital improvement plan, and surveyed approximately 1/3 of the road network. 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. **(July 2022-June 2023)**

Products: Pavement Management Annual Update, Capital Improvement Plan

Methods/Tasks (for FY 2023/2024):

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

- Secure a consultant to assist the City of Bishop to strategize and prioritize pavement improvements.
(July 2023- June 2024, ICLTC staff)
2. Develop a computerized 3-year pavement management plan and capital improvement plan. **(July 2023- June 2024, ICLTC staff)**
 3. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies. **(July 2023- June 2024, ICLTC staff)**
 4. Use ArcView or ArcMap to develop countywide GIS database that will identify and characterize current projects; and characterize County and City roads for general planning and management purposes. **(July 2023- June 2024, ICLTC staff)**
 5. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(July 2023- June 2024, ICLTC staff)**
 6. Work with Caltrans to integrate regional GIS data. **(July 2023- June 2024, ICLTC staff)**
 7. 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. **(July 2023- June 2024, ICLTC staff)**

Funding Source:

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

WORK ELEMENT 700.1 Planning, Programming, and Monitoring

Purpose: The purpose of this work element is to plan and administer state transportation planning funds and improvement programs associated with statewide transportation planning. This includes participation with Caltrans and the California Transportation Commission funding programs and opportunities. These duties are funded by exclusively PPM funds. A majority of the tasks described here are the same as those in Work Elements 200.1, 400.1, 400.2, 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. **(July 2022 – June 2023)**
- Continuous monitoring of local agency projects and coordination with District 9 on future programming on the State Highways. **(Quarterly)**
- Apply for HSIP grant funds, Sustainable Transportation Planning grant funds. **(July 2022-June 2023)**
- Conduct traffic counts to monitor transportation system. **(July 2022 – June 2023)**
- Collect PMP data to continue improvement to the in-house pavement management system. **(July 2022- June 2023)**
- Implementation of goals, policies, and objectives set forth in the RTP. **(July 2022 - June 2023)**

- Continue to monitor combined use routes established pursuant to Assembly Bill 628 and Senate Bill 1354. **(July 2022 - June 2023)**
- Update surveying, traffic data collection capabilities and trained additional staff. **(July 2022 – June 2023)**
-

Methods/Tasks (for FY 2023/2024):

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. **(July 2023 - June 2024, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(July 2023 - June 2024, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(As needed, ICLTC staff)**
4. Implementation of the 2022 and 2024 Regional Transportation Improvement Program (RTIP). **(July 2023 - June 2024, 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 2022 STIP. **(July 2023 - June 2024, 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. Maintain a system-wide Disadvantaged Business Enterprises (DBE) program. **(As needed, ICLTC staff)**
This task is not for specific projects. It is for the overall DBE program.
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
 - Caltrans District 9 Origination and Destination 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 Bureau of Indian Affairs (BIA) 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. Monitor the designation of combined use roads. This task was initiated in FY 2012-2013 and will be carried over into FY 2024-2025. The pilot program will sunset in January of 2025 unless the California Legislature extends the program or makes the current pilot program into permanent California law. **(July 2023- June 2024, ICLTC staff)**

43. Development and update of a Pavement Management System for the County of Inyo as follows:
 - Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Evaluate traffic classifications, street designations, materials, and standards.
 - Develop procedures, standards, and impact fees to protect the public investment in streets.
 - Develop a computerized 3-year pavement management plan and capital improvement plan. **(July 2023 – June 2024, ICLTC staff)**
44. 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. **(July 2023 – June 2024, ICLTC staff)**
45. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies. **(As needed, ICLTC staff)**
46. 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)**
47. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(As needed, ICLTC staff)**
48. Work with Caltrans to integrate regional GIS data. **(As needed, ICLTC staff)**
49. Collect GPS data on local streets and roads to incorporate into GIS applications. This includes taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(July 2023 – June 2024, ICLTC staff)**
50. 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)**
51. 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)**
52. 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)**

- 53. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
- 54. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily, ICLTC staff)**
- 55. Work with Consultant for the 2023 RTP development and utilize staff time to begin the update process. **(July 2023 – November 2023, ICLTC staff, consultant)**
- 56. 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)**
- 57. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(As needed, ICLTC staff)**
- 58. Incorporate the 2022 and 2024 RTP. **(July 2023 – June 2024, ICLTC staff)**
- 59. 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)**
- 60. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(As needed, ICLTC staff)**
- 61. Coordinate with transit operator to evaluate current information on the state of transit assets. **(As needed, ICLTC staff)**

Funding Source:

Planning, Programming and Monitoring Fund (FY22-23) and Carryover (FY21-22):	\$ 157,000
Total =	\$ 157,000

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

2023/2024 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT			FUNDING SOURCE				TOTAL
Number	Description	Sustainable Transportation Planning Grant	RPA	RPA-RO	LTF	PPM	
100.1	Compliance and Oversight		\$90,000	\$5,000			\$95,000
110.1	Overall Work Program		\$15,000				\$15,000
200.1	Regional Transportation Improvement Program		\$10,000				\$10,000
300.1	Administer Transit				\$84,004		\$84,004
310.1	Coordinate Transit Services				\$10,000		\$10,000
400.1	Project Development & Monitoring		\$11,000	\$15,000			\$26,000
400.2	Development of Grant Proposals		\$12,000	\$5,000			\$17,000
400.3	Administer Sustainable Transportation Planning Grant	\$10,000					\$10,000
400.4	Monitor changes in Transportation Funding		\$2,000				\$2,000
500.1	Regional Transportation Plan Coordination & Regional Planning		\$25,000				\$25,000
510.1	Regional Transportation Plan		\$45,000	\$20,000			\$65,000
600.1	PMP/GIS		\$20,000	\$5,000			\$25,000

700.1	Planning, Programming, & Monitoring					\$157,000	\$157,000
	TOTALS	\$10,000	\$230,000*	\$50,000	\$94,004	\$157,000 ¹	\$541,004

*Due to routine fiscal year end cross-over the ICLTC anticipates a carry-over of FY22-23 RPA funds of approx. \$50,000 in addition to the \$230,000. This is a rough estimate only. This will involve the expenditure of PPM funds programmed in FY21-22, FY22-23, FY23-24.

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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.

DRAFT

Informational Item No. 6

ESTA Executive Director's Report

STAFF REPORT

Subject: Executive Director’s Report
 Presented by: Phil Moores, Executive Director

Staffing

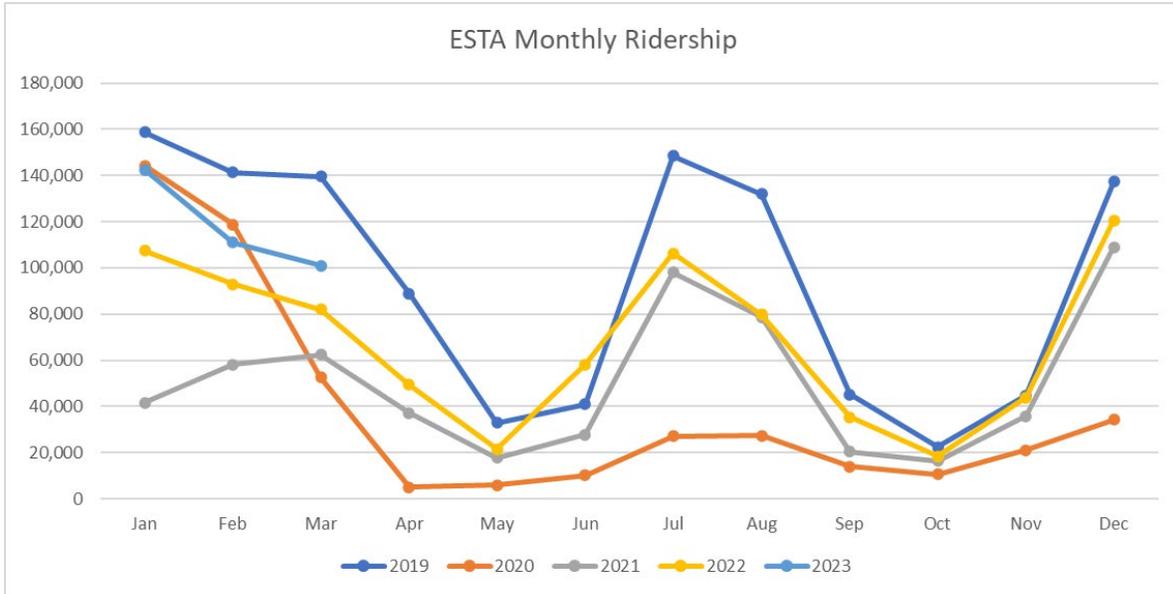
ESTA continues to recruit aggressively for drivers in Mammoth Lakes. The uncertain start in Reds Meadow makes the effort a little more difficult to judge. However, the recent wage increases are attracting new applicants

Ridership

Ridership is continuing to trend upwards with March’s ridership coming in stronger than last year. For the year, numbers are still a little down from 2019, but I am hopeful we will achieve the pre-Covid totals again in a couple years. There were no significant service cancellations effecting March ridership.

March Ridership Report							
Route	Pre-Covid 2019	2020	2021	2022	2023	Change Current vs. Last year	% Change Current vs Pre-Covid
BEN	22.00	27.00	15.00	0.00	8.00	8	-64%
BISDAR	3,686.00	2,555.00	2,449.00	2,721.00	3,778.00	1,057	2%
BPTCAR	14.00	20.00	6.00	16.00	10.00	-6	-29%
LANC	451.00	254.00	217.00	390.00	716.00	326	59%
LP/BIS	241.00	182.00	236.00	235.00	304.00	69	26%
LPDAR	367.00	402.00	417.00	418.00	457.00	39	25%
MAMFR	28,120.00	11,839.00	8,707.00	16,772.00	17,741.00	969	-37%
MDAR	605.00	105.00	239.00	174.00	223.00	49	-63%
MMSA	104,470.00	36,261.00	49,339.00	62,975.00	76,593.00	13,618	-27%
MXP	534.00	318.00	268.00	435.00	613.00	178	15%
NRIDER	373.00	159.00	88.00	244.00	278.00	34	-25%
RENO	524.00	426.00	462.00	671.00	272.00	-399	-48%
WLK	98.00	34.00	14.00	2.00	2.00	0	-98%
Total	139,505	52,582	62,457	85,053	100,995	15,942	-28%

The chart below shows the ridership by month since pre-Covid. The blue line is 2019, and the yellow line is 2022. Things are looking up!



Strategic Business Plan

Tough quarter for performance with storms resulting in more customer comments and road calls. Quite a few trips were cancelled (108) this quarter, yet even this high number of cancelled trips yielded a 99% service delivery rate.

The table below measures ESTA's third fiscal quarter performance.

Category	Standard	Reporting Cycle	Target	Current	YTD	GOAL
SAFETY	Accidents	Quarterly	1.00 per 100k miles	0	0.33	
	Safety Hazards	Quarterly	Address All	yes	yes	
	Injuries	Quarterly	3-lost work, 3-med only	0,0	0,2	
	Customer Perception	Annual	90%	95.2%		
SERVICE QUALITY AND EFFICIENCY	Productivity	Quarterly	FR- 17, IFR-2, DAR-3, LL-4	48,2.5,3.4,.8	24,2.7,3.6,.3	
	Service Delivery	Quarterly	99%	99%	99.00%	
	On Time Performance	Quarterly	DAR-90%, IFR-80%,FR-90%	under construction		
	New Service	Annual	Research New Ideas	yes	yes	
	Comments	Quarterly	0.075	0.102	0.086	
REVENUE AND RESOURCES	Constrained Budget	Monthly	At or Under Budget	yes	yes	
	Audit Findings	Annual	No Findings	0	0	
	Capital Purchase	Annual	Subjective	yes	yes	
HUMAN RESOURCES	Recruiting	Biannual	Subjective	yes	yes	
	Training	Annual	Annual Hours	yes	yes	
	Performance	Annual	Evaluations	yes		
	Internal Policies	Annual	Address All	ongoing		
	Succession Plan	Annual	Address All	ongoing		
FLEET AND FACILITY	Vehicle Replacement	Annual	Active Fleet- 75%	89%		
	Road Calls	Quarterly	3 per 100,000 miles	3.9	5.3	
	Attractiveness	Annual	90%	yes		
	Maintenance	Quarterly	various	98%	96%	
	Optimal Fleet Size	Annual	Dispose of Excess	yes		
INNOVATION AND DESIGN	IT Program	Annual	Subjective	yes	yes	
	Bishop Building	Quarterly	Facility Completed	Temporary facility completed		
	Zero Emissions	Quarterly	Plan Completion	under construction		
LEADERSHIP	Funding Partners	Annual	ED Evaluation	yes	yes	
	Stakeholders	Annual	ED Evaluation	yes	yes	
	SBP Communication	Annual	ED Evaluation	yes	yes	