



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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

Topic: ICLTC Regular Meeting and Unmet Transit Needs Public hearing

Time: Apr 19, 2023, 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/84164367079?pwd=enNEQTc1eGlzSXNNS0NXNEtCUIJVdz09>

Meeting ID: 841 6436 7079

Passcode: 671482

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

April 19, 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 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.

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

DISCUSSION ITEMS

4. Active Transportation Program project brainstorming

INFORMATIONAL ITEMS

5. HSIP Cycle 11 – Staff Report and Success Letter
6. Vacant ICLTC Commissioner
7. City of Bishop Report
8. ESTA Report
9. Caltrans Report
10. Tribal Report
11. DVNP Report
12. USFS Report
13. Executive Director’s Report
14. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday May 17, 2023

UPCOMING AGENDA ITEMS

- 2023 Unmet Needs adoption
- RSTP Exchange allocation
- FY2023-2024 LTF and STA allocations due June 30, 2023
- RTP and ATP project prioritization
- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog

Action Item #1

February 15, 2023, Draft Minutes



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

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).

February 15, 2023

9:04 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Stephen Muchovej
Celeste Berg
Doug Thompson
Jose Garcia
Scott Marcellin
Jennifer Roeser

Others Present:

Marilyn Mann Inyo County
Darcia Blackdeer Lent Inyo County
Jenny Park IMAH
Phil Moores ESTA
Elaine Kabala City of Bishop
Nora Gamino City of Bishop Public Works Director
Brandon Bardonnex Inyo County Public Works
Justine Kokx Inyo County Public Works/LTC
Ashley Helms Inyo County Public Works
Grace Chuchla Inyo County Counsel

Meaghan McCammon Inyo County
Neil Peacock Caltrans
Juven Alvarez Caltrans
Catharine Crayne Caltrans
Mark Heckman Caltrans
Stephanie (?) Caltrans
Lauren Prehoda Caltrans
Nathan Robinson USFS
Don Mcghie LADWP
Kristin Goree Caltrans

2. Public Comment

3. Presentation by Inyo County Counsel Grace Chuchla regarding the Brown Act and teleconference rules upon termination of the COVID-19 state of emergency.

Grace’s presentation prompted various questions around AB 2449, which allows for a limited number of times per year that a Board member may participate remotely (2x with “just cause”), there must be a quorum in person, and the Board must vote on the remote participations.

ACTION ITEMS

1. Consent Agenda

- a. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of January 18, 2023.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Garcia. All in favor (Muchovej absent).**

DISCUSSION ITEMS

2. Caltrans presentation of the Road Charge Pilot Study by Lauren Prehoda.

Lauren’s presentation prompted a variety of questions from the Commissioners and attendees:

What about the possibility of double taxation during the rollout phase (Lauren explained that during the rollout phase the amount of tax paid for gas will be deducted from the road tax, thereby eliminating double taxation). Other questions came in regarding the challenges of collecting road charge taxes from interstate travelers and tourists (Yes, that is a challenge, and anticipates a balancing out to occur. Higher tech reporting will help with out-of-state mileage tracking. Working with other states to develop a system for interoperability similar to the Fuel Tax Agreement). What about just charging EV users a tax, rather than a mileage-based tax on everyone? (EV registration is \$100 per year, annual average gas taxes are \$300 per year. No way to capture taxes on EV’s charging at home vs. charging stations). How will this impact

tribes who under the current system do not have to collect gas tax? (This is an interesting dilemma that will need to be worked out during the next decade or so. Any entity whose funding is based on the sale of gasoline will need to look at diversifying their revenue). What about heavier vehicles? (Anything 10,000 lbs. and below is considered a passenger vehicle, impacts to roads are reasonably similar in that weight range. Commercial vehicles are above 10K and will be dealt with differently because they already pay weight fees). Will the State be looking at insurance tech companies as third-party vendors to provide the road charge billing services? (Yes, absolutely. Usage based insurance was actually tested in the last pilot. These companies are a natural fit since they already track mileage, they will simply need to add a line item on that monthly bill. Potentially expands their business opportunities and keeps administrative costs down). Many Californians are not going to like having to pay per mile, why not raise fees on EV's? (That could potentially be a path, and ultimately, the legislature will have to debate this thoroughly. A flat fee for every EV driver may not be fair if one drives 2,500 miles per year vs. 50,000). Inyo County is unique in that we don't have to smog our vehicles every other year like other counties. Recommend taking that into consideration when thinking about how much to charge per mile, perhaps rural areas should pay less than urban counterparts due to fewer impacts to air quality.

Reminder to sign up for the pilot study, the more rural engagement the better! Rural drivers face unique issues and have a different perspective. Rural feedback is essential. Check out the calculator on the road charge pilot website to gain an estimate of what you will be paying under a road charge system using the number of miles you drive.

<http://www.caroadcharge.com/engage/contact-us/>

Calculator: <http://www.caroadcharge.com/about>

3. Discuss the option to change ICLTC regular meeting start time to 8:00 am.

Commissioner Muchovej asked to discuss this possibility to reduce the amount of down time for the Commissioners that have regular jobs in addition to volunteering to be on a board. Would not need to take off as much time. Commissioner Garcia agreed, but recommended starting at 3 or 4 pm, towards the end of the day. Chair Berg and Commissioner Roeser both wanted to take into consideration the drive times for all participants, as well as accessibility to the public. Vice Chair Thompson also wanted to make sure that agency staff can accommodate that start time. Consensus was to try the early eight o'clock start around the June meeting, after any technology kinks at the various in person meeting locations have been worked out (City, COB, and Independence). Will need a Resolution to change the meeting time.

INFORMATIONAL ITEMS

4. FY2022-2023 Q2 Overall Work Plan and Rural Planning Assistance invoice

5. Synopsis of County operations on Buttermilk Road

Commissioner Muchovej wanted clarification about who is maintaining the Buttermilk Road. His understanding is that the County requested that it be a County Road, therefore the County is obligated to maintain the road. There is a project from ESCOG to install a toilet there. How is that possible with the road being in that condition? Nathan Robinson provided an update. The USFS is willing to work with the County to repair the road to make sure the toilet installation happens and is willing to lend a hand if Inyo needs assistance with the road. Commissioner Roeser thanked Stephen for keeping this topic at the forefront. She wants to be respectful of the ESCOG moving forward with the project, she had an opportunity to speak with Elaine to ensure the RFP incorporated local considerations about the overarching recreation plan. At the same time she has been working with the County Admin around how to develop a stakeholder working group. Would appreciate Stephen's involvement. The Buttermilk area is so expansive, all the way to the Tablelands, Rovana, etc. Elaine Kabala provided an update on the Buttermilk plan. ESCOG has a project looking at convening stakeholder meetings to get input from residents and stakeholders. Awarded a contract on Friday. Stay tuned for an upcoming website for the ESCOG and its activities. Commissioner Muchovej brought up the final paragraph of the Buttermilk Road maintenance summary; it didn't sit well with him, that the County decides to leave a road in bad condition in order to reduce dust that an otherwise well-maintained road might stir up for Starlite residents. Chair Berg agreed. Doesn't think dust is a good strategy for developing policies for road maintenance. Commissioner Muchovej asked if an option might be to bring it up to stay current with Forest Service standards. Nathan reiterated that the USFS desires to have the County retain the responsibility for maintenance, not the USFS. Vice Chair Thompson brought up the similarities between the Buttermilks and the Alabama Hills. The use has increased. It's a long process to create a management plan, which is further complicated by having multiple landowners and agencies out there. A long process. Commissioner Roeser added that she really admires the work the Alabama Hills Stewardship group has accomplished. That is exactly the kind of process that is needed in the Buttermilk region. There is a lack of cohesive agreement on what kind of maintenance is needed. Really what it comes down to is kinds of use, how are the uses managed? Need an overarching management plan. Need to model after the Alabama Hills Stewardship group. So incredibly complex, some want it paved, some don't. Need everybody at the table to agree on standards. With the various stakeholders, landowners, and interests, it's a confounding situation. Commissioner Muchovej mentioned leveraging funding that the GBUAPCD gets. Also brought up a need to put a seasonal ban on dispersed camping. Vice Chair Thompson replied that the process of developing a management plan requires becoming scribes, we don't get to impose personal desires in the process. Let the people decide. Not all are happy, but at the end of the day it's a great process. Chair Berg summarized the conversation by reiterating the need for USFS to coordinate with the County for the toilet installation. Also, to continue to monitor the progress made by ESCOG and the development of a working group. Commissioner Roeser really wants to start that process. Commissioner Muchovej wonders if the statement that the road would be allowed to deteriorate to the point of neglect potentially puts the County in a position of liability if the County is purposefully neglecting the road. Follow up needed with County Counsel. Nora Gamino provided some clarification from her perspective as a former USFS staff: There are two discreet sections of road that can't be talked about together. The County maintains the first ~8 miles. From 168 to cattleguard -the first three miles - there is no USFS maintenance designation there. After the cattleguard the USFS designates it as level II – high clearance 4x4. The first three miles is the area of discussion/concern.

6. ESTA Report

Ridership in December was only down about 13% since pre-COVID. Pretty good, making a comeback. Recruitment is still down, despite a wage increase. Caltrans, Inyo and DWP are getting closer to helping ESTA with the building project work-around. Thanks to Commissioner Roeser, and Neil who have stepped in to help. Hopefully this will move forward this year. Social Services Transit Advisory Council meeting is happening next Tuesday the 21st at 9:00 am. Phil will recommend to the Board to begin Reno Saturdays. Submitting a grant application to cover 50% of the cost. It's a risk, but it's worth it. Just need to do it. Not sure if it will start in Lone Pine or Bishop, depends on drivers. Please comment on Reno Saturdays by March 31st for the ESTA Board meeting on April 14th. pmoores@estransit.com Vice Chair Thompson added that we could solicit funds from businesses. Whether it starts from LP or Bishop, it doesn't matter.

7. Caltrans Report

Neil confirmed that progress is being made on the ESTA building project "workaround." Updated about State highway conditions and closures due to weather. Moving forward with Keough project (environmental) will include complete street features, two-lane separation for bicyclists and turning features at Gerkin Rd., Keough H.S. and 395. Ready to list SR 168 bike ped project. Bishop raised median project crews will be out there soon. Working with Inyo LTC to screen Sustainable Transportation Planning Grant for EV planning. Quick Maps is valuable for public and elected officials to see up to date information about projects and events. **From Chat:** <https://quickmap.dot.ca.gov/> *For those with sensory disabilities requiring alternate formats (i.e. Braille, large print, sign language interpreter, etc.) and those needing information in a language other than English, please contact Bob Gossman at 760-881-7145 or TTY 711.* Also working with Fort Independence Tribe on a grant application to look for solutions to dangerous crossing issues, the community is on one side of Hwy 395, the Fort businesses are on the other side of the highway. Many safety issues there with line of sight and curve. Phil brought up that the Big Pine Tribe reached out to him about the need for a transit stop. He is always willing to engage, especially with Tribes, please loop him in if needed. Vice Chair Thompson brought up the pedestrian strike in Lone Pine. Follows the one a couple of months ago. Also, a pole strike and a projectile. What is the timeline for construction of complete streets, such as bulb outs? Neil said he will put the construction timelines in writing and will send to Justine for distribution.

8. City of Bishop Report

Nora had a meeting with Neil and Elaine regarding the City's involvement with the LTC. East Line Street Bridge continues to move forward. Alternatives analysis phase has begun and will bring this to the public, more to come. Whitney Alley project green infrastructure project pre-design approved by Council. Will be moving forward with outreach & engagement. Integrating City's priorities into the Caltrans Bishop Pavement project. The Council's priority is downtown beautification. Raised medians starting later this month, the City will be assisting as needed.

9. Tribal Report

None

10. DVNP Report

None

11. USFS Report

Nathan Robinson Acting Forest Engineer, Inyo National Forest, provided the USFS report, he will be happy to collaborate with the LTC moving forward. Assessing damage from January storms. Lower country OHV roads were primarily affected. Looking at prioritizing repairs. A lot of the damage begins on County roads, continues onto BLM roads, and ends up on USFS roads. Poleta Rd., Black Cyn., Coyote Flat, Silver Cyn. have the most damage. Nathan.g.robinson@usda.gov

12. Executive Director's Report

Mike and Shannon were not available, Justine summarized the ongoing projects of the County and the LTC. Ashley Helms updated the Commission on airport activities and commercial air service. Flights currently between Denver and Bishop and SF and Bishop. Loads are significantly higher than last year, especially the Denver flight. Winter season will continue through March 25th, after that the SF flight will taper off, then weekend service through the next two weekends. Last flight April 9th. Hiatus through spring. Summer service to-from SF picking back up on June 23rd. Those tickets are available to book now and are reasonably priced. Not sure if it is a 6- or 7-day service. Commissioner Roeser was on the Denver flight recently and noted it was quite full.

13. Reports from all members of the Inyo County LTC

None. Chair Berg requested to have special workshops about the RTIP and RTP & MOU.

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday March 15, 2023, Quilter Consolidated Office Building, Conference Room # 207

UPCOMING AGENDA ITEMS

- Social Services Transit Advisory Committee and Unmet Needs meeting & public hearing
- Adopt FY2023-2024 Overall Work Program
- Apportion FY2023-2024 LTF and STA allocations
- RTP, RTIP and ATP project prioritization
- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog

Action Item #2

FY2023-2024 Draft Overall Work Plan



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: April 19, 2023

SUBJECT: Draft FY 2023-2024 Overall Work Program

Recommended Action Staff is recommending the Commission 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. Should your Commission wish to include substantive changes, staff will bring the revised OWP to the May 17, 2023 regular meeting for final approval.

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 are the largest portion, 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.

Rural Planning Assistance (RPA)

The OWP outlines how the ICLTC will use RPA funds. The RPA funds must be used for activities associated with the rural planning process. The funds should not be used for activities that go beyond the planning process or for activities that have been identified as ineligible such as project-specific work involving transportation engineering, Transportation Development Act administration, and non-planning grant administration. The 2017 Regional Planning Handbook is the guide for determining eligible expenses for the RPA funding.

Planning Programming and Monitoring (PPM) Funds

PPM funds are available to the ICLTC to cover costs of:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports, studies conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines.

RTPAs can use up to 5 percent of STIP money for PPM. PPM can be used either for planning activities or for project development. There is \$157,000 in PPM funds programmed to the ICLTC in FY 2023-2024 as part of the 2022 State Transportation Improvement Program (STIP). The ICLTC has up to three years to use these funds. During the upcoming fiscal year, FY 2021-2022, FY 2022-2024, and FY 2024-2025 PPM funds will be available.

Transportation Development Act (TDA) administrative funds

These funds are used for tasks necessary for the allocation of Transportation Development Act funds to eligible transit claimants. For many years the ICLTC has used the funds derived from the administration of the Transportation Development Act for general LTC-related indirect costs. TDA Administrative funds are also being set aside for the completion of a fiscal audit of the FY2021-2022 ICLTC.

Current Year examples of work conducted.

- Submitted 2 HSIP grant application for the Old Spanish Trail and Trona Wildrose corridors.
- Conducted an update of 1/3 of the Pavement Management Program. This is year four of conducting the program in house.
- Continued implementation of the 2022 State Transportation Improvement Program.
- Development and approval of the 2023 Regional Transportation Plan.
- Completion of the Triennial Performance Audit of ESTA.
- The allocation of Local Transit Funds and State Transit Assistance funds to the Eastern Sierra Transit Authority.
- Procure contract to begin work on the Local Road Safety Plan (LRSP) and Regional Transportation Plan (RTP).
- Staff began work on Project Study Reports for Old Spanish Trail and Horseshoe Meadows Road.
- Began preliminary engineering work for the FLAP grant for State Line Road rehabilitation.
- Resumed Tri-County MOU discussions and negotiations.
- Coordinated with Big Pine Paiute Tribe for their Active Transportation Project (ATP)
- Ongoing preparation of agendas and minutes for ICLTC meetings, completion of quarterly invoices, and development of quarterly reports to the ICLTC.

Next Year

- Conduct 1/3 of the Pavement Management Program and assess the value of continuing in-house.
- Continue to incorporate Pavement data into GIS system.
- Continue Tri-County MOU discussions and negotiations.
- Completion of agendas and minutes for ICLTC meeting, completion of quarterly invoices, and development of quarterly reports to the ICLTC.
- Attend monthly & bi-monthly meetings of the Mono County LTC, RTPA and RCTF groups.
- Monitoring of combined use routes as set forth by Assembly Bill 628 and Senate Bill 1345.
- Prepare report to the Legislature regarding Combined use routes.
- Complete the 2023 RTP.
- Develop 2024 RTIP.
- Prepare 2024 STIP.
- Identify projects and apply for ATP grants.
- Coordinate and implement a Sustainable Transportation Planning grant, if successful.
- Coordinate and assist with Big Pine Paiute Tribe's ATP application.
- Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership.
- Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the implementation of year-round commercial air service.
- Monitor progress and programming of local agency projects in current and future STIP cycles.
- The ongoing allocation of Local Transit Funds and State Transit Assistance funds to the Eastern Sierra Transit Authority.

Attachments: Caltrans District 9 comment letter & response to comments
Draft OWP incorporating changes made in response to comments

California Department of Transportation

DISTRICT 9
500 SOUTH MAIN STREET | BISHOP, CA 93514
(760) 784-4236 TTY 711
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April 3, 2023

Ms. Justine Kokx
Transportation Planner
Inyo County Local Transportation Commission
168 Edwards St., P.O. Drawer Q
Independence, CA 93526

Dear Ms. Kokx:

Thank you for the opportunity to review and comment on the Inyo County Local Transportation Commission (ICLTC) Fiscal Year (FY) 2023-2024 Draft Overall Work Program (OWP). Based on our review and that of the Office of Regional Planning (ORP), we offer the following comments:

General Comments

- We commend ICLTC for providing sufficient detail on determining the eligibility of tasks along with the frequency at which each task is being performed.
- Inyo also does a good job of providing an overview of how the planning process is carried out within the region.
- Consider revising the organizational chart to include more detail and/or moving it closer to the Introduction to help readers get a better understanding of ICLTC's organizational structure. **Moved to Intro and restructured to include secretary and staff.**
- MPO/RTPAs are encouraged to include placeholder WE(s) for FY 2023-24 Sustainable Transportation Planning Grant's they applied for. Reminder: FY 2023-24 grants will not be awarded before the final OWP is approved. **Done. Now listed under Activity Code 400.3.**

Specific Comments

- **Introduction**
 - The MAP-21/FAST Act Planning Factors table does not include a column for WE 700.1. **Added.**
- **Work Element 300.1 – Administer Transit**
 - The acronym SGR is not defined in this section or elsewhere in this draft.
 - This section references a ICLTC website but the link displayed is not a live link. Please make this a live link for consistency with other websites referenced throughout the document. **Added live link.**

- **Work Element 400.1 – Project Development & Monitoring**
 - The acronyms HSIP and FLAP are not defined in this section or elsewhere in this draft. **Defined these acronyms in the document.**
- **Work Element 510.1 – Regional Transportation Plan**
 - **Securing a contract** (changed to “Work with LSC..”) with LSC Consulting, Inc. for the RTP update is listed under the previous work section in the FY 23-24 draft as well as the FY 22-23 OWP. It is not clear if there was a second contract issued or if this is information from the previous OWP cycle that needs to be removed.
- **Work Element 600.1 – PMP/GIS**
 - The FY 22-23 OWP Previous Work section notes that in FY 21-22 in-house staff conducted “a second 1/3 of data collection”. The FY 23-24 OWP draft states that in FY 22-23 in-house staff “conducted a third 1/3 of data collection”, but it does not state if the data collection is complete or if additional work remains. **Added a sentence explaining that 1/3 of the pavement inventory must be done each year.** WE 700.1 notes that 1/3 of the system will be updated each year. Please clarify the statement in this section. **No changes made here because WE 700.1 is for PPM funds, which can be used for all activities within the OWP, after RPA funds are exhausted.**
- **Work Element 700.1 – Planning, Programming, and Monitoring**
 - In the Methods/Tasks section item number 9 is blank. Please adjust the section numbering. **Fixed**
 - The acronym RAISE is not defined in this section or elsewhere in this draft. **Defined.**

Reminders

Final OWP package is due to Caltrans by **May 30, 2023**. The following items must be included in the final OWP package:

- Response letter acknowledging Caltrans comments on the draft OWP. The response needs to demonstrate where Caltrans comments were addressed within the Final OWP.
- Electronically signed Overall Work Program Agreement (OWPA)
- Budget Revenue Summary (BRS)
- Board Resolution approving the OWP
- Electronically signed Certifications and Assurances
- Final OWP and Appendices

If you have any questions, please contact Catharine Crayne via email at catharine.crayne@dot.ca.gov.

Sincerely,

Ms. Kokx, Transportation Planner
April 3, 2023
Page 3

Neil Peacock

NEIL PEACOCK
Caltrans District 9
Planning & Modal Programs Manager

INSERT SIGNED COVER PAGE

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

Contents

INTRODUCTION..... 1

Figure 1 INYO COUNTY SITE AND LOCATION MAP 2

ORGANIZATION 4

Figure 2 - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART..... 5

ORGANIZATIONAL PROCEDURES AND DOCUMENTS..... 6

ISSUES AND CONCERNS 6

 Highways..... 6

 Air Quality..... 8

 Aviation..... 8

 Freight..... 9

 Public Transportation 10

RESPONSIBILITIES AND BACKGROUND 11

TRIBAL CONSULTATION 12

PUBLIC PARTICIPATION..... 13

 Core Planning Functions 14

Performance Management	14
State of Good Repair	15
FEDERAL PLANNING FACTORS	16
PLANNING ACTIVITIES.....	3
WORK ELEMENT 100.1 Compliance and Oversight.....	4
WORK ELEMENT 110.1 Overall Work Program (OWP).....	6
WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)	8
WORK ELEMENT 300.1 Administer Transit.....	9
WORK ELEMENT 310.1 Coordinate Transit Services	11
WORK ELEMENT 400.1 Project Development & Monitoring	13
WORK ELEMENT 400.2 Development of Grant Proposals.....	15
WORK ELEMENT 400.3 Sustainable Transportation Planning Grant to prepare an Electric Vehicle Charging Infrastructure Network Plan.....	17
WORK ELEMENT 500.1 Coordination & Regional Planning.....	19
WORK ELEMENT 510.1 Regional Transportation Plan.....	22
WORK ELEMENT 600.1 PMP/GIS.....	24
WORK ELEMENT 700.1 Planning, Programming, and Monitoring.....	26
2023/2024 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY.....	33

DRAFT

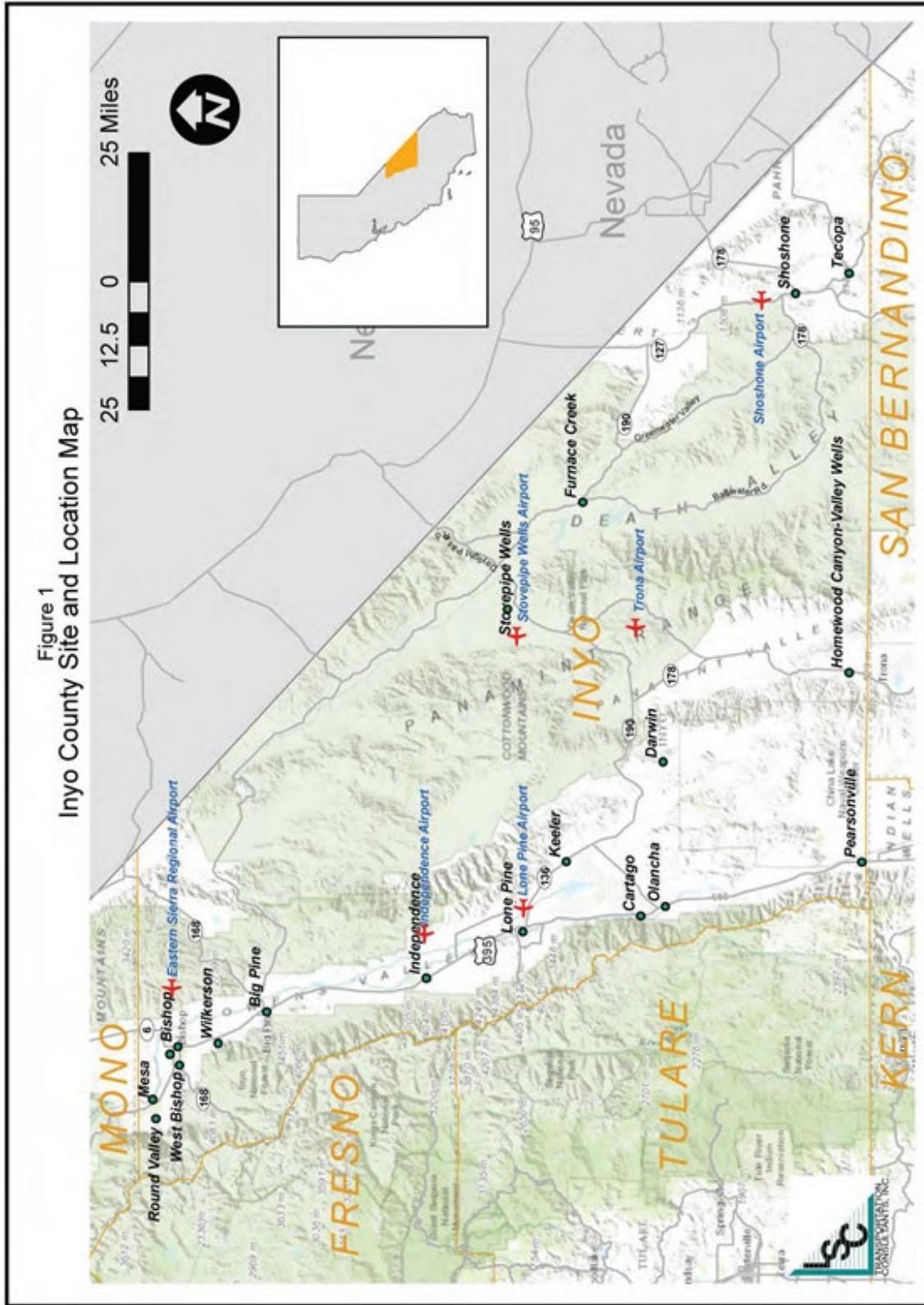
2023-2024 OVERALL WORK PROGRAM
FOR THE INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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.

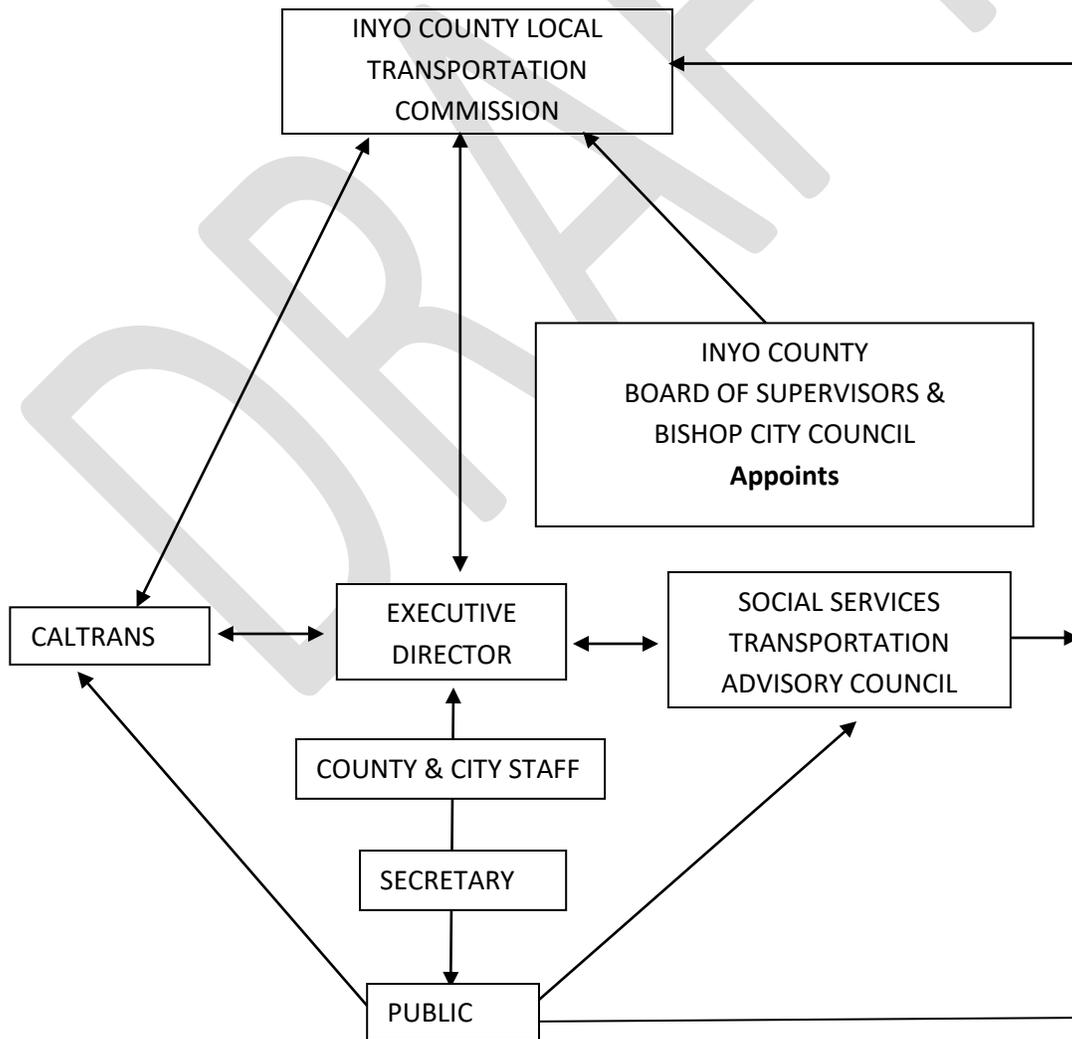
D. Staffing

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.

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 Olancha/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 the 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.

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 the 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 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 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.

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

between transportation improvements and State and local planned growth and economic development.												
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X	X	X	X	X	X	X	X		X
7. Promote efficient system management and operation.	X	X	X	X	X			X				X
8. Emphasize the preservation of the existing transportation system.			X			X	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			X			X	X		X	X	X	X

transportation.												
10. Enhance travel and tourism.			X			X	X	X	X	X		X

PLANNING ACTIVITIES

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

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

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

In consideration of the foregoing priorities, the 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
- 500.1 Coordination & Regional Planning
- 510.1 Regional Transportation Plan
- 600.1 PMS/GIS
- 700.1 Planning, Programming & Monitoring

WORK ELEMENT 100.1 Compliance and Oversight

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

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

DRAFT

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	\$13,000
Total	\$13,000

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 and security 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 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

DRAFT

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

DRAFT

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)**

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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 RTIP. **(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		\$13,000	\$15,000			\$28,000
400.2	Development of Grant Proposals		\$12,000	\$5,000			\$17,000
400.3	Administer Sustainable Transportation Planning Grant	\$10,000					
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.

DRAFT

Action Item #3

Social Services Transit Advisory Council Notes

2023 Unmet Transit needs Public Hearing



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: April 19, 2023

SUBJECT: 2023 Social Services Transit Advisory Council Meeting and Public Hearing

STAFF RECOMMENDATION:

Staff recommends that your Commission 1) receive the annual Social Services Transit Advisory Council (SSTAC) meeting notes and 2) conduct a Public Hearing to gather input on unmet transit needs.

OVERVIEW:

As a guide for receiving comments, refer to the definition of an “unmet transit need” and “reasonable to meet” set forth in the LTC Organization and Procedures Manual. An unmet transit need exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. Documentation regarding the unmet need and the person’s residential address must be provided in a letter addressed to the Executive Director of the ICLTC or by testimony at a public hearing held for the purpose of determining unmet transit needs. An unmet transit need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded.

Reasonable to Meet

A documented unmet transit need is reasonable to meet if: A service can be provided which meets a minimum farebox of 10% of operating costs; and,

- It is transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments; or
- It is transit service for essential inter-county purposes which purposes are defined as medical or dental services or social service appointments not available in this county or the out-of-county destination is the closest location where the services are available to the origin of the trip; and the origin and/or destination of the trip are within two miles of the established area of operation or cohesive community.

In addition to the above definitions, it is reasonable for a person boarding a transit vehicle to expect that vehicle to travel the most direct route, practicable with normal operating procedures, to its destination.

SUMMARY DISCUSSION:

2023 Social Services Transit Advisory Council Meeting

The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. The purpose of this hearing is to obtain citizen input regarding unmet transit needs and to receive information from the SSTAC meeting held on February 21, 2022.

We had a decent turnout at this year's Social Services Transit Advisory Council meeting held via Zoom on February 21st at 9:00 am. LTC staff would like to thank those who attended the SSTAC meeting. Issues raised include weekend 395 service to Reno, weekend "Mammoth Express" service between Bishop and Mammoth, adding a stop to the Buttermilk Road turnoff, a later return time to Benton from Bishop, and micro-transit "app" possibilities. The prior year unmet needs list was also reviewed. The notes from this meeting are attached for your reference. The LTC has not allocated Transportation Development Act funds for local streets and roads for at least 15 years. While we still go through the unmet transit needs hearing process, we don't focus too intently on the unmet transit need definitions. Instead, we focus on potential transit needs and the health of the transit system in the Eastern Sierra. ESTA has been successful in revising their services to serve transit needs identified in past year's hearings. Your Commission is recommended to open a public hearing to hear transit related issues throughout our area.

Attachments: SSTAC Meeting notes
2023 Draft Unmet Transit Needs List



INYO COUNTY



LOCAL TRANSPORTATION COMMISSION

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Michael Errante, Executive Director

Social Services Transit Advisory Council Minutes February 21, 2023, 9:00AM ZOOM Meeting

INTRODUCTIONS / PARTICIPANTS

Jenny Park, IMAH
Phil Moores, Director, ESTA
Ben Downard, Caltrans
Catharine Crayne, Caltrans
Juven Alvarez, Caltrans
Brandon Bardonnex, Inyo County

Justine Kokx, Inyo County
Tania Ramos, IMAH & ESTA Rider
Mac McCord, ESTA Rider
Hector, IMAH & ESTA Rider

INTRODUCTIONS & REVIEW OF PURPOSE

Justine Kokx, LTC staff introduced herself and stated that the Transportation Development Act requires that we allocate LTF funding only after considering whether local transit agencies are recognizing and accommodating for unmet transit needs, if they are reasonable to meet. This meeting is the first step in deciding how the TDA funds will be allocated to ESTA or any other claimants, and for administration of the TDA.

SCHEDULE OF PUBLIC HEARINGS

The LTC is required to have this initial meeting as well as two public hearings which are generally at the LTC's regularly scheduled meetings. The public hearings will be scheduled at the LTC meetings AT 9:00 am on March 15th at the Independence Board Chambers and April 19th, 2023, at the Bishop City Chambers, and via Zoom.

OPEN DISCUSSION OF IDEAS & POTENTIAL ISSUES:

Phil Moores of Eastern Sierra Transit Authority began the meeting by reporting that as a result of previous SSTAC meetings he has expanded Dial-A-Ride hours to include Keeler, Lone Pine and last year, to the White Mountain Research Center. Has also added service to June Lake in Mono County and Carson City in recent years as a result of these meetings in Mono County. So yeah, this is an important forum that gets results which is kind of nice to see. Phil will also be

recommending to the ESTA board to add Saturday Reno service this summer, starting in July. That's not a promise yet, because it's the board's decision. But He's making that recommendation after many years of requests for weekend service on Hwy 395. ESTA has some new buses and new vans that you may have seen running around town and in Bishop. They've got a new design; the new vehicles are nice for customers and are more comfortable. They've ordered luxury seats for the buses that run the 395 services because they've gotten requests to improve passenger comfort. The new vehicles for the 395 services that are hopefully coming in within this year will have nice luxury seats, recliners, charging stations and armrests, some comfort if you're going from town to town.

Justine asked if any of the new vans was electric? Phil replied, yes, the Ford Transit 350's got good range for around town and Bishop, about 100 miles.

Mac McCord, a frequent ESTA rider, shared his experience with the Bishop Creek shuttle route, and really appreciates that route, it's a lifeline for him during the summers. He has a mining claim two miles west of campus and spends a lot of time out there. He does have one request to have an occasional service to the Buttermilk Road turnoff, at the USFS boundary and car staging area.

Phil replied, that's very interesting. So just so you know, he will be recommending the discontinuation of the Bishop Creek shuttle this summer. Going up all the way up to South Lake and Sabrina has not resulted in a lot of ridership. But the idea of just going to Buttermilk is an interesting idea. He will put some thought into that because he does get a lot of requests to go onto Buttermilk Road, which is not something he is ready to do. But going to the turn off. It's not that far, you know. So, thank you for your suggestion. He will remember that one.

Mac was pleased with Phil's response, and brought up the possibility of this route being used by climbers, who often just meet up there, or catch a ride with passersby.

Phil added that yes, they could also bring their mountain bikes, or if they just wanted to go into town, it could be useful to campers. It is a very timely topic because the Local Transportation Commissioners are very concerned about the congestion at both the Buttermilks, and at trailheads, so it's an interesting idea. He asked Mac McCord to attend the April ESTA board meeting and visit www.estransit.com.

Jenny Park of Inyo Mono Association for the Handicapped provided an overview of the services IMAH provides and how their clients utilize transit services. IMAH has a day program and a work program for adults with developmental disabilities in Inyo and Mono Counties. Several of IMAH's clients ride the ESTA bus, both in Bishop and in Mammoth. They have one client who gets to and from work every day on the ESTA bus. He's been doing this for years and he's really happy with this route. They pick them up in the morning, they bring him to IMAH, drop him off, and they come back and get him at four o'clock. There are rarely any issues where they've either forgotten or they're super late, they're really on top of it. Jenny is grateful for that service. IMAH also provides transportation to and from, but that's just part of his plan that he will commute and participate in his community by riding the bus. Then there are clients who live up in Mammoth who ride the Mammoth run occasionally. If IMAH can't get up to Mammoth or if a client needs

to go home early or has an appointment, they can ride the Dial-A-Ride bus home at one o'clock. One of these clients, Tania, will be here shortly. The only unmet transit need Jenny can think of and it's been brought up every year is maybe getting some runs, not every single weekend, but maybe some runs on the weekend, from Bishop up to Mammoth, just so that she can participate a little bit more in activities that we do down here. Jenny will have another client come in, with whom she had a meeting with the other day. He lives in Benton on the reservation. He was saying that he wanted to go to the gym after work, maybe at 2:45. His unmet transit need would be a later run, even if it was at four o'clock, to Benton because IMAH's runs leave town at 2:45. ESTA's one o'clock run is too early for him. That would be one unmet need in the population, having a run to Benton later in the afternoon. But it doesn't have to be you know, every day, there's probably not a lot of riders who go to Benton. Even leaving later just two days a week would meet his need.

Phil added that whenever he can meet a specific need that doesn't interfere with the majority, he has no problem doing that. He tries to harm the fewest and help the most amount of people, but if he isn't made aware of a need, he can't do anything.

Jenny reiterated the two unmet needs, Bishop to Mammoth on weekends, and later service to Benton.

Phil added that the Weekend 395 service will be brought to his board for approval in April and is already thinking about Mac's recommendations to stop at Buttermilk Road. Please attend ESTA board meetings to share ideas and service recommendations.

IMAH client Hector arrived at the meeting and stated that he would like to be able to go to the gym. Leaving later to Benton would help with that. All of the bus drivers are nice to him too.

Tania Ramos arrived at the meeting. She rides the bus between Mammoth, where she lives, and Bishop four-five times per week to go to work. She would ride on the weekends if that service were available.

Justine began to review the list of unmet transit needs from the prior year. Increasing frequency of service between Lone Pine and Bishop for commuters is an ongoing unmet need. Phil replied that currently, ESTA leaves Lone Pine at 6:10 am, and again at 8:30. So there is a gap. The Lone Pine Bishop route is integrated with Bishop Dial-A-Ride services. Also, driver shifts need to align with ridership, there is a combination of issues that determine those start and stop times. Phil mentioned the availability of funding for EV's and infrastructure right now. Perhaps an EV vanpool could work. Phil is willing to partner with staff on that. Ben Downard and Juven Alvarez of Caltrans concurred, and emphasized the importance of electrification of fleets, transit vehicles or anything as a strategy to obtain funding. Phil suggested getting letters of support from a group showing commitment to the vanpool. Ben brought up getting data from the Superior Court regarding jury duty cancellations due to lack of transportation. A vanpool might be desirable between Bishop and Independence to offset the small reimbursement.

Extending Dial-A-Ride hours in Bishop was an unmet transit need from 2022. The need has been met as a result of last year's SSTAC meeting and public hearings. Service hours were extended by 1 & ½ hours. Paid for with a grant and can continue with TDA funds if needed. Trailhead service to trailheads such as Mt. Whitney, Onion Valley Rd and Glacier Rd continues to stay on the list. Without the partnership with the USFS, trailhead service remains unfeasible. Phil would like to add Buttermilk Rd to this list as a potential need that might be able to be met.

Mammoth Express route between Bishop and Mammoth on the weekends remains on the list from last year. It is different from the new Reno weekend route that is currently under review. Will not include Sunday, so this will remain an ongoing need.

Fixed route service in Bishop is an ongoing request. Phil believes the current Dial-A-Ride service provides pretty good coverage. He is thinking about getting an app (like Lyft or Uber) that allows riders to order a ride and see in real time the location of the buses, micro-transit model. More to come.

Improved phone system is another unmet need from prior years. The phone tree is antiquated but there will always be a need to speak directly to a dispatcher. Phil is looking into micro-transit apps to help improve the technology.

Tecopa to Pahrump service is a continued unmet need. Unfortunately, Phil has tried to partner with school buses and different people with commercial licenses but has not been able to meet that need in recent years due to lack of interested/qualified drivers.

The final unmet need from prior years is the Owens River Poleta route to shuttle river goers. Phil is still reluctant to take that service on, it would be operationally difficult to transport inner tubes and coolers. He prefers to prioritize resources in favor of services.

Justine Kokx concluded the meeting by saying that all of these suggestions and ideas will be looked into and will be brought to the Commission. Justine also said that everyone is welcome to participate at the public hearings on March 15th and April 19th.

Meeting adjourned: 10:00 a.m.

Inyo County LTC Unmet Needs SSTAC Committee and Hearings
 February, March and April 2023

TRANSIT REQUEST	Unmet Need
Increase Frequency of Lone Pine / Bishop Connection	No
Extend Bishop Dial-A-Ride Hours	Yes
Weekend US395 Service	Yes
Trailhead Service to Whitney, Horseshoe, Onion, Glacier, Buttermilk Rd Turnoff	Yes
Weekend Mammoth Express Service	Yes
Fixed Route Service in Bishop	No
Better Technology / Phone System for Dial-A-Ride	No
On Demand scheduling software for dial a ride	No
Tecopa to Pahrump Service	Yes
White Mountain Research Center	Yes
Dial-A-Ride Service to Keeler	Yes
Owens River / Poleta Rd. Service	Yes
depart Bishop at 4PM instead of 2:30 on Benton Service 2 Days per Week	No

Reasonable to Meet	Comments
NA	the connection exists currently
Yes	Need met in FY2021-2022
maybe	bringing to ESTA Board April 2023
No	insufficient funding
maybe	presenting to ESTA Board April 2023
NA	service exists currently
NA	service exists currently
NA	service exists currently with dispatchers
No	no service provider in the area
Yes	Need met in FY2021-2022
Yes	Need Met in 2021
No	service operationally difficult
No	the connection exists currently

Discussion Item #4

Active Transportation Project Prioritization



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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INDEPENDENCE, CA 93526
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Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: April 19, 2023

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Informational Item – 2024 Active Transportation Program

STAFF RECOMMENDATION:

Staff recommends your Commission review the list of previously identified Active Transportation projects and rank them as high, medium or low, and identify potential new projects for consideration.

OVERVIEW:

Caltrans will release a call for ATP grant applications sometime in March of 2024. It is anticipated that Cycle 7 will release a similar amount of funds as Cycle 6, which was approximately \$800 million dollars. The ATP program is highly competitive, which is the reason staff are bringing this to you now.

The purpose of the program is to encourage increased use of active modes of transportation, such as biking and walking. Higher scoring applications demonstrate that the projects directly benefit disadvantaged communities (DAC).

Scoring Evaluation by Project Type

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to ATP.

Cycle 6 projects were required to fall into one of following project categories:

- Infrastructure Projects: Capital improvements that will further the goals of this program.
- Non-Infrastructure (NI) Projects: Education, encouragement, and enforcement activities that further the goals of the ATP.
- Combination Projects: A project that combines Infrastructure and Non-Infrastructure components.
- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community.

Commissioners and others present are encouraged to brainstorm on projects that best fit the criteria. This will provide initial feedback to City and County staff to help focus their efforts on feasible projects with the highest potential for success. A list of unfunded active transportation projects as listed in the Inyo 2015 Active Transportation Plan is provided below.

The Commission is encouraged to suggest other potential projects and to rank them.

Priority	Location	Proposed Project Description	Notes	Safe Routes to School
<u>County</u>				
	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds from Myrtle Lane to County Rd, School St., Baker Creek Rd to US 395 and all of School St and Blake St	Free or Reduced School lunch program 80% HS; 76% Elementary	Y
	Bishop Area	Class II/III Bicycle Lanes Schober Lane (1.1 miles between Barlow Lane and Sunland Lane)	DAC?	N
	Lone Pine	Class II/III Bicycle Lanes Horseshoe Meadows Road (2.1 miles from Sunset Road to Whitney Portal Road)	Located in a DAC due to zip code	N
	Tecopa	Old Spanish Trail Highway from Tecopa Hot Springs to Furnace Creek, Tecopa Hot Springs Rd from Old Spanish Trail to Furnace Creek, Class I/II/III	DAC, no school	N
	Shoshone	Class II/III Bicycle Lanes State Hwy 127	DAC	Y
	Bishop Tribe	Indian Path from See Vee Lane to Schools - Improve trail using decomposed granite and polymer stabilizer for all-weather durable surface	DAC	Y
	Bishop Tribe	Sidewalk - Barlow Lane to Diaz Lane	DAC	N
	Bishop Tribe	Street lighting on tribal roads to increase bicycle and pedestrian visibility and safety	DAC	N
	Bishop Tribe	Sidewalk - Diaz Lane Eastward from Barlow Lane	DAC	Y
	Bishop Tribe	Sidewalk - Tu Su Lane	DAC	N
	Bishop Tribe	Sidewalk - See Vee Lane	DAC	Y

Other ideas?

Priority	Location	Proposed Project Description	Notes	Safe Routes to School
<u>City of Bishop</u>				
	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk		Y
	City of Bishop	Pine Sidewalks - Fill in gaps in sidewalk along at least one side of West Pine, Main to Fowler		N
	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk		N
	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools		Y
	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus		N
	City of Bishop	Class II/III bicycle lanes on Fowler and Elm St. as alternative to US 395		N
	City of Bishop	Close sidewalk gaps along Elm St.		Y
	City of Bishop/Caltrans	Continue Class II/III bicycle lanes on West/East Line Street		N
	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine		N
	City of Bishop	Wayfinding signage to direct cyclists onto alternative routes to US 395		N
	City of Bishop	Lighting (solar powered flashing lights) at crosswalks along US 395		Y
	City of Bishop	Sierra Street Sidewalk- Construct sidewalk along at least the north side of Sierra between Main and Home		N
	City of Bishop	Main Street Streetlights - Place decorative streetlights and hanging baskets on Main Street		N
	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway		N
	City of Bishop	Hobson to Coats Path - Class 1 bike path/pedestrian path from Hobson Street to Coats Street		N
	City of Bishop	Pine to Canal Path - Class 1 bike path from East Pine Street to east side of Bishop Creek Canal		N

Other ideas?

Informational Item #5

HSIP Grant Success



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: April 19, 2023

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Informational Item – HSIP grant award for Old Spanish Trail, Emigrant Pass safety improvements

STAFF RECOMMENDATION:

Staff recommends your Commission to receive this staff report for informational purposes. No action is required.

OVERVIEW:

During the September 2022 ICLTC meeting, your Commission ratified the Local Road Safety Plan (LRSP), which revealed two areas in the southeast Inyo County, along the Emigrant Pass curves on Old Spanish Trail, and through the Slate Range, on Trona Wildrose Rd that score highly in terms of benefit cost ratio (BCR) due to inordinately high concentrations of crashes on those road segments. Recommended treatments included installing chevron signage along the curves, and the application of high friction surface treatments to reduce skidding off the roadways. Data from this final version ultimately served as the basis for two HSIP grant applications submitted on September 12, 2022, to seek funding for those safety treatments.

SUMMARY DISCUSSION:

In March 2023, staff was notified that the application for the safety improvements on Old Spanish Trail was successful. The project cost is \$209,960 with a 10% match. The Inyo County Public Works department will administer the grant and provide the matching funds from SB-1 gas tax revenue. Construction will need to be completed by the end of December 2025.

The HSIP Cycle 11 was highly competitive this year, with a minimum BCR threshold of 18. The second application for Trona Wildrose corridor was not successful. It had a lower BCR of 13.6 and a higher project cost of \$516,970.

Attachments: HSIP Cycle 11 Award letter

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

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*Making Conservation
a California Way of Life.*

March 14, 2023

Highway Safety Improvement Program (HSIP) Cycle 11 Awardee

Dear Mike Errante,

Congratulations! Your HSIP application has been selected for funding:

Project Title	Description of Work	Project Cost	HSIP Funds
Old Spanish Trail Hwy Emigrant Pass	Install high friction surface treatment, curve warning signs and flashing beacons.	\$ 209,600	\$ 188,640

The complete list of funded projects in HSIP Cycle 11 Call for Projects is available online at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/approved-project-lists>.

To help in the success of your project, here are some important items to note:

1. State funds will be used for many HSIP Cycle 11 projects; the projects that fit into the High Risk Rural Road (HR3) will be federalized to meet the FHWA's Special Rule for the High-Risk Rural Roads; the projects that implement mainly Pedestrian/Bike safety countermeasures may be federalized for satisfying the FHWA's Special Rule for Vulnerable Road Users (VRU).
2. The HSIP is a reimbursement program. Reimbursable work cannot commence on your project until you receive an allocation (for state funds) or an authorization for (federal funds) from Caltrans Division of Local Assistance (DLA) for this project.
3. For state funded HSIP projects, please note:
 - a. the funding allocation process for HSIP projects with state HSIP Funding is different from projects in other programs such as ATP/STIP and SB1. The funding allocation for HSIP projects is processed through Caltrans DLA, not the CTC.
 - b. The funding allocation request is Phase specific, i.e. Preliminary Engineering (PE), Right of Way (ROW) or Construction (CON).

For more guidance on implementing State-funded HSIP projects, please visit <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/state-funded-hsip>.

4. For federally funded HSIP projects, please follow the project authorization process in Chapter 3 of the [Local Assistance Procedures Manual \(LAPM\)](#).
5. The delivery of the HSIP Cycle 11 projects must meet the below milestones:
 - a. The PE phase (if applicable) must be allocated by 12/31/2023;
 - b. The Construction (CON) phase must be allocated by 3/31/2026 (6 months may be added for projects with consultant for PE).
 - c. The project must be completed and closed out by 3/31/2028 (6 months may be added for projects with consultant for PE).

HSIP project delivery requests and status of the projects are available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>.

6. It is the agency's responsibility to review their project scope throughout the project delivery process and confirm that HSIP funding is used to fund the approved eligible scope as defined in your HSIP application. In case that any scope or cost change is needed, please contact your [DLAE](#).
7. Prior to engaging in any Architectural and Engineering (A&E) contract procurement(s), agencies should reference Chapter 10 (Consultant Selection) of the Local Assistance Procedures Manual (LAPM), located at: <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>.

If you have any questions about your project, please don't hesitate to reach out.

Sincerely,



Lana Morris
HSIP Coordinator, Caltrans District 9

Informational Item #6

Vacancy on the Inyo County Local
Transportation Commission



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: April 19, 2023

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Informational Item – Vacant ICLTC Commissioner

STAFF RECOMMENDATION:

Staff recommends your Commission to receive this staff report for informational purposes. No action is required.

OVERVIEW:

In March 2023, Staff was informed by Commissioner Thompson of his intention to resign from the Inyo County Local Transportation Commission. His position was appointed by the Inyo County Board of Supervisors in the early 2000’s as a member at large. He had been appointed Vice Chair of the ICLTC for the calendar year 2023. With more than two decades of experience on the ICLTC, Mr. Thompson provided invaluable insight and context to transportation topics, always with an overarching focus on improving the safety of the Highway 395 and the State Route 14 corridor. His wry sense of humor topped with a twist of irony will be sorely missed.

The process for appointing to committees is advertising a Notice of Vacancy and accepting letters of interest for at least 10 days. These letters should come to the Clerk of the Board’s office. At the end of the application period, the Clerk returns everything over to the Inyo County Public Works Department, which is then responsible for bringing forward an agenda item for the board to appoint someone out of the interested candidates presented. Staff will recommend a candidate to the Board of Supervisors for appointment during the meeting of May 9, 2023.

On March 18th, 2023, the Inyo Register began advertising the following:

NOTICE IS HEREBY GIVEN that the Inyo County Board of Supervisors is now accepting letters of interest to fill one vacancy on the Inyo County Local Transportation Commission.

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 Commission is comprised of three (3) representatives appointed by the Inyo County Board of Supervisors and three (3) representatives appointed by the Bishop City Council. Commissioners serve at the will of the Board and

If you are interested in serving on the Inyo County Local Transportation Commission, and have an interest in transportation conditions throughout Inyo County and in guiding regional transportation and mobility policies, please submit a letter of interest to the Assistant Clerk of the Board, P.O. Box N, Independence, CA 93526, dellis@inyocounty.us no later than Friday, April 24 at 5 p.m.