

INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514 8:30 a.m.

Justine Kokx is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

https://us02web.zoom.us/j/83448602089?pwd=E9SINCdEAFIZqHl3OUNSahrV2dATaM.1

Meeting ID: 834 4860 2089 Passcode: 445550 1 669 900 9128 US

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@invocountv.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).

August 20, 2025

8:30 a.m. Open Meeting

- 1. Roll Call
- 2. Public Comment

ACTION ITEMS

- 1. Consent Agenda
 - a. Approve the minutes of the meeting of July 16, 2025.
 - b. Approve Resolution #2025-08, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2025-26.

- c. Approve Resolution No. 2025-09 Authorizing Use of Carbon Reduction Program Funds for the South Barlow Multi-Use Path Rehabilitation Project
- d. Approve Resolution No. 2025-10 Accepting Sustainable Transportation Planning Grant Award for Evacuation Route Resilience Plan

PRESENTATION

2. Road Charge Pilot Program, Rural Update – Lauren Prehoda, Caltrans

DISCUSSION ITEMS

3. 2026 Final Fund Estimate and Inyo County 2025 Draft RTIP

INFORMATIONAL ITEMS

- **4.** City of Bishop Report
- **5.** ESTA Executive Director's Report
- **6.** Caltrans Report
- 7. Tribal Report
- **8.** DVNP Report
- 9. USFS Report
- **10.** Executive Director's Report
- **11.**Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Request to cancel the September 17th Regular meeting due to staff travelling

Adjourned until 8:30 a.m. Wednesday October 15th, Independence Board Chambers

UPCOMING AGENDA ITEMS

Inyo County CIP (October) 2025 RTIP adoption (November) Title VI Draft 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

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@invocountv.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).

July 16, 2025

8:36 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Celeste Berg Scott Marcellin Jennifer Roeser Stephen Muchovej

Others Present:

Mike Errante: Inyo County Public Works Director Nora Gamino: City of Bishop Public Works Director

Justine Kokx: Inyo County Public Works/ LTC

Jill Tognazzini- Caltrans Dawn Vidal: ESTA Phil Moores, ESTA Jose Garcia: via Zoom Rick Franz via Zoom

2. Public Comment

None

ACTION ITEMS

- 1. Consent Agenda
- A. Staff of the Local Transportation Commission Request approval of the minutes of the meeting of May 21, 2025.
 - *Motion to approve minutes was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.
- B. Request Commission adopt 2025 Unmet Transit Needs via Resolution No. 2025-06.
 - *Motion to approve the unmet transit needs list was made by Commissioner Roeser and seconded by Commissioner Marcellin. All in favor.
- C. Request Commission approve Resolution No. 2025-04 appropriating and allocating 2025 LTF estimate according to the TDA and the ICLTC organizational and procedures manual guidelines.
 - *Motion to approve Resolution No. 2023-2024 was made by Commissioner Roeser and seconded by Commissioner Garcia. All in favor.
- **2.** Request Commission approve Resolution No. 2025-07 allocating the FY2024-2025 RSTP Exchange funds between the City of Bishop and County.
 - *Motion to approve Resolution No. 2023-03 allocating all of fiscal year 2023-2024 funds was made by Commissioner Roeser and seconded by Commissioner Garcia with the condition that clerical error be fixed. All in favor.

DISCUSSION ITEMS

The Draft 2026 STIP fund estimate was presented to the Commissioners. A Draft 2025 RTIP was also presented with known projects that have been in progress or have been committed to. Given current STIP fund estimate and existing projects, the RTIP request will likely prolong a negative share status to some degree, currently approximately \$200K. More to come.

INFORMATIONAL ITEMS

- **3.** Carbon Reduction Program
 - The Carbon Reduction Program (CRP) program can be used on projects that reduce carbon emissions, active transportation, transit and charging infrastructure; anything that supports zero emission vehicle expansion. The rehabilitation of the multi-use path along South Barlow Lane is an ideal project for the relatively small amount of available funds of \$137K and short timeline for expending. The path has become uneven with cracks, roots, tripping hazards etc. The project can be completed in-house. The Commission concurred that this is a good project for the amount of funds available.
- **4.** Q3 FY24-25 Overall Work Program Progress Report no discussion, informational only
- 5. ICLTC RTPA Triennial Performance Audit

The LTC RTPA Triennial Performance Audit for FY20-21 through FY22-23was completed in June 2025. The audit revealed three findings related to reporting requirements and audit deadlines. The main issue is that LTC's financial audits are chronically behind schedule, impacting funding for ESTA. Justine acknowledges the need to improve coordination with Phil on reporting ESTA audits to Caltrans and ensuring timely submission of the State Controller's report. The group explored options to address the audit delays, including potentially contracting directly with an auditor instead of "piggy backing" on the county's auditor. They note that while the findings are primarily procedural, they highlight the need for improved timeliness in financial reporting.

6. City of Bishop Report

Nora Gamino reported that she is working through the City's priorities, on projects they have in the pipeline and what would like to be seen completed. Also, they are working on a water and sewer rate of study and are looking at how the rates in the city are structured. The City is focusing on street and roads projects that are in the capital planning process that expire this year. They have been coordinating with Caltrans on the Bishop Pavement projects. They are in their 1st work area and had a few hiccups with underground utilities. She unfortunately expects those hiccups to continue as they move into the downtown core in the coming months. She has been attending their weekly construction meetings to be able to work along with them and respond as quickly as possible. They are moving along with construction and continue to expect traffic congestion in the coming weeks.

7. ESTA Executive Director's Report

Phil announces that Eastern Sierra Transit Authority (ESTA) is now operating seven days a week from Lancaster to Reno, which is expected to increase revenue. He also mentioned a 3% increase in contract rates with various entities. Commissioner Roeser asked about the Reds Meadow service for next summer, and Phil indicated that while construction will continue, there will be no road closures.

8. Caltrans Report

Jill provided updates on several construction projects in the area. The Olancha project is nearing completion with an end date anticipated in October. A new wind notification system for vehicles is being implemented, with signs and flashing lights to be installed at strategic locations. The Fish Springs construction in Big Pine is expected to be completed within a month, while the Bishop pavement project is progressing to its next work area. Other ongoing projects include the Meadow Farms ADA construction, a pedestrian hybrid beacon in Lone Pine, and upcoming sidewalk improvements. She also provided grant opportunities for transit agencies and congratulated Inyo County and the Bishop Paiute tribe on recent STPG grant awards.

- **9.** Tribal Report Nothing to report.
- **10.** DVNP Report Nothing to Report
- **11.** USFS Report Nothing to Report

12. Executive Director's Report

Mike Errante reported that Public Works is going to the Board next week to obtain authorization for the slurry program in various areas throughout the county, including Independence and Bishop areas. Our road crews have been doing some overlays throughout the county as well. They did School Street couple weeks ago.

Awarded a Sustainable Transportation Planning Grant. We received \$197,422. With a match the grant total is \$223K. The grant will fund an Evacuation Route Resilience plan that will include cataloging, assessing the evacuation routes throughout the county. It'll help us develop a capital

improvement plan, outlining and prioritizing infrastructure improvements over a 5-year period. It will include conceptual designs possibly up to 30% to aid project prioritization of future funding applications. Will partner with Planning to address gaps in the Safety Element. Mike anticipates that it will probably need a little more funding and will take a look at whether Planning has additional funds available. It's exciting to be able to get this funding and start this important and timely plan for evacuation ingress and egress throughout the county.

Commissioner Roeser stated that the county just completed Wildfire Protection Plan, and it calls out every single community.

Commissioners inquired about whether there could be an opportunity with economies of scale to help address some slurry needs in the City. Mike was open to discussions with the City to accomplish this.

13. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned at 10:50 a.m. until 9 a.m., Wednesday August 16, 2023

UPCOMING AGENDA ITEMS

SSTAC Unmet Transit Needs meeting (August)
Road Charge Pilot Update – Lauren Prehoda (August)
2025 RTIP workshop (August/October)
County CIP (August)
Title VI Plan

STAFF REPORT

Subject: State of Good Repair Program: 2025-26 Project List

Initiated by: Phil Moores, Executive Director

BACKGROUND:

SB-1 legislation provides approximately \$138 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in public transit is referred to as the State of Good Repair (SGR) Program. The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. A portion of this fee is transferred to the State Controller's Office (SCO) for the SGR Program, which is managed and administered by the California Department of Transportation (Caltrans). These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half of the funds are allocated according to population and half according to transit operator revenues.

ANALYSIS/DISCUSSION:

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

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

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

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

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

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

The August 2025 estimate of available SGR funds for FY 2025/26 identifies a total of \$89,191 in available SGR funding. Of this total SGR allocation, \$32,838 is from Inyo County population-based SGR, \$22,155 is Mono County population-based and \$34,198 is Mono County revenue-based funds. 30% of the PUC 99314, revenue-based funds or \$10,259 is due to Inyo County under the funding split provided under PUC 99314. The SGR funding will be used for Repair and Rehabilitation projects.

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

RECOMMENDATION

The Inyo LTC is requested to approve Resolution #2025-08, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2025-26.

Submittal Report

SGR-C20-FY25/26-0725-001

FY 25/26

Submittal Details

Program	Agency			Date Created	Date	Date	
State of Good Repair Program	Eastern S	ierra Transit		08/08/2025			
Address		City		State	Zip Code	'	
565 Airport Road		Bishop		CA	93514		
Contact			Contact Titl	е	'		
Dawn Vidal			Administration Manager				
Contact Phone			Contact Email				
(760) 872-1901			dvidal@estransit.com				
Support Documentation			Additional Information				
ESTA Resolution 2025-4 (pending next board meeting) giving staff authority to apply for SGR funds. Will provide signed resolution after meeting. Short Range Transit Plan. Please see pages 158, 175-176			Next ESTA to resolution af	Ü	August 27,202	25- will provide signed	

Project Details

Title	Description	Est. Project Start Date	Est. Project Completion Date	FY 25/26 Est. 99313 Costs	FY 25/26 Est. 99314 Costs
FY 25-26 Inyo - Repair and Rehabilitatio n	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue vehicles in Inyo County. The project is ongoing. Funding will offset repair and rehabilitation expenditures for several vehicles incurred July 1, 2025- June 30, 2026	07/01/2025	06/30/2026	\$32,838	\$0
FY 25-26 Mono - Repair and Rehabilitatio n	Repair and Rehabilitation of Eastern Sierra Transit Authority's revenue vehicles in Mono County. The project is ongoing. Funding will offset repair and rehabilitation expenditures for several vehicles incurred from 7/1/2025- 6/30/2026.	07/01/2025	06/30/2026	\$22,155	\$34,198

RESOLUTION #2025-08 AUTHORIZATION FOR THE EXECUTION OF THE REGIONAL ENTITIES APPROVING PROJECT LIST FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the <u>Inyo County Local Transportation</u> <u>Commission</u> approves the region's State of Good Repair project list for **FY 25/26**.

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

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

By the following vote: Ayes:	Noes:	Abstain:	Absent
Celeste Berg, Chair			
Attest:			
Amy Cutright, Commiss	ion Secre	tary	



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Clint Quilter Executive Director

STAFF REPORT

MEETING: August 20, 2025

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Agenda Item No. 1c - Approval of Use of Carbon Reduction Program Funds – South

Barlow Multi-Use Path Rehabilitation Project

RECOMMENDATION

Staff recommend the Inyo County Local Transportation Commission 1) adopt Resolution No. 2025-09 approving the use of Carbon Reduction Program (CRP) funds for the construction phase of the South Barlow Multi-Use Path Rehabilitation Project and 2) authorize the Executive Director to execute all necessary agreements and documents with Caltrans and the Federal Highway Administration.

BACKGROUND

The Infrastructure Investment and Jobs Act established the federal **Carbon Reduction Program** under 23 U.S.C. 175 to fund projects that reduce transportation emissions. Caltrans apportions CRP funds to regional transportation agencies, including the Inyo County LTC, for eligible local projects. CRP funding can be used for infrastructure that promotes active transportation, improves non-motorized facilities, and encourages mode shift away from single-occupancy vehicles.

The **South Barlow Multi-Use Path Rehabilitation Project** is located along South Barlow Lane between State Route 168 and Highland Drive in Bishop. The 0.5-mile separated path serves pedestrians, bicyclists, and other non-motorized users. The facility has experienced significant pavement degradation caused by tree root intrusion, creating safety hazards and reducing accessibility.

The project will rehabilitate the existing path surface, remove tree roots where necessary to preserve pavement conditions, and make accessibility improvements consistent with the Americans with Disabilities Act (ADA). The improvements will enhance safety, encourage active transportation, and support greenhouse gas reduction goals.

DISCUSSION

The project has been reviewed for eligibility and Caltrans has confirmed its alignment with the California Carbon Reduction Strategy. The project selection process meets the CRP requirement for a documented, performance-driven approach consistent with the State's greenhouse gas emissions reduction objectives.

The County of Inyo will administer the construction phase locally, with federal CRP funds covering the majority of eligible costs at the standard reimbursement rate. The federal project number is CRP-6134(046).

The project construction phase is programmed with CRP federal funds and the required local/state match. The total federal share will be reimbursed at the standard pro-rata rate, with non-federal match funding provided from Roadway Maintenance and Rehabilitation funds (RMRA).

ATTACHMENTS

- 1. Draft Resolution No. 2025-09 Approval of Use of CRP Funds for South Barlow Multi-Use Path Rehabilitation Project
- 2. Caltrans CRP Project Alignment Confirmation Form
- 3. Project Authorization/Adjustment Request (DOT LAPM 3-A)

RESOLUTION NO. 2025-09

RESOLUTION OF THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION APPROVING THE USE OF CARBON REDUCTION PROGRAM FUNDS FOR THE SOUTH BARLOW MULTI-USE PATH REHABILITATION PROJECT

WHEREAS, the Infrastructure Investment and Jobs Act established the federal Carbon Reduction Program (CRP) under 23 U.S.C. 175 to fund projects that reduce transportation emissions; and

WHEREAS, the California Department of Transportation (Caltrans) has apportioned CRP funds to rural Regional Transportation Planning Agencies (RTPAs), including the Inyo County Local Transportation Commission (LTC), for eligible local projects; and

WHEREAS, the Inyo County LTC has identified the rehabilitation of the South Barlow Multi-Use Path, a separated 0.5-mile non-motorized facility along South Barlow Lane between State Route 168 and Highland Drive in Bishop, as a high-priority active transportation project; and

WHEREAS, the South Barlow Multi-Use Path Rehabilitation project will address safety hazards, repair pavement damaged by tree roots, remove root intrusions where necessary to preserve facility conditions, and improve access for pedestrians, bicyclists, and other non-motorized users; and

WHEREAS, the project is consistent with the California Carbon Reduction Strategy, supports greenhouse gas emissions reduction goals by encouraging mode shift to active transportation, and meets the eligibility criteria under the CRP Implementation Guidance; and

WHEREAS, Caltrans has confirmed the project's alignment with the State's Carbon Reduction Strategy and the Inyo County LTC has coordinated the project selection process in accordance with CRP requirements; and

WHEREAS, the County of Inyo will administer the construction phase locally, with an estimated federal funding share provided through the CRP at the standard federal reimbursement rate.

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission hereby:

- 1. Approves the use of Carbon Reduction Program funds for the construction phase of the South Barlow Multi-Use Path Rehabilitation project (Federal Project No. CRP-6134(046)); and
- 2. Authorizes the Executive Director to execute all necessary agreements, certifications, and documents with Caltrans and the Federal Highway Administration to obligate and expend the CRP funds for this project; and
- 3. Directs staff to ensure the project complies with all applicable federal, state, and local requirements, including Americans with Disabilities Act (ADA) accessibility standards, environmental compliance, and federal contracting requirements.

PASSED AND ADOPTED this <u>20th</u> day of <u>August</u> 2025, by the Inyo County Local Transportation Commission.

AYES: NOES: ABSENT:				
Chair, Inyo C	County Local Ti	ransportation Co	ommission	
ATTEST:				

ICLTC Secretary



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Clint Quilter Executive Director

STAFF REPORT

MEETING: August 20, 2025

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Agenda Item No. 1d – Approve Resolution No. 2025-10 Accepting Sustainable

Transportation Planning Grant Award for Evacuation Route Resilience Plan

Recommendation

Staff recommend the Inyo County Local Transportation Commission 1) Accept via Resolution No. 2025-10 the successful Sustainable Transportation Planning grant from the California Department of Transportation (Caltrans), Division of Transportation Planning, in the amount of \$223,000; and 2) Authorize the ICLTC Executive Director to execute the grant agreements and other documents related to the grant between the ICLTC and Caltrans for the period of September 02, 2025, through June 30, 2028.

Background:

In July 2025, the Inyo County Local Transportation Commission was awarded \$197,422 in Climate Adaptation Planning funds by Caltrans. This grant requires a local cash match of \$25,578, for a total project budget of \$223,000.

The Inyo County Local Transportation Commission will hire a consultant to prepare an Evacuation Route Resilience Plan to improve safety for rural communities by making critical ingress/egress routes more resilient to present and future climate change impacts. The Plan will identify and catalog evacuation routes for Inyo County communities and develop a Capital Improvement Plan for Climate Adaptation that provides a prioritized list of necessary infrastructure improvements over a five-year implementation period. Conceptual plans (up to 30% design) may be developed to assist in the prioritization of projects and securing future implementation funding. The Plan will build on existing documentation of vulnerable roadways and incorporate the most current climate data, Stakeholder Advisory Committee guidance, and findings from extensive public outreach (including multi-jurisdictional agencies, Tribes, and community members). The Plan is consistent with current state climate adaptation planning efforts and will directly support the required update of the Inyo County Safety Element.

To receive a Notice to Proceed and begin work, Caltrans requires submission of an amended OWP/OWPA including this resolution. The amendment will include a standalone Work Element aligned with the project scope, budget, and deliverables as outlined in the grant. Anticipate the Amendment to the FY25-26 OWPA to come before your Commission during the October ICLTC meeting.

ATTACHMENTS

- 1. Resolution No. 2025-10
- 2. Caltrans Award Letter
- 3. ERRP submittal

INYO COUNTY LOCAL TRANSPORTATION COMMISSION RESOLUTION NO. 2025-10

A RESOLUTION APPROVING THE AMENDMENT OF THE OVERALL WORK PROGRAM (OWP) AND OVERALL WORK PROGRAM AGREEMENT (OWPA) TO INCLUDE THE FY 2025–26 CALTRANS CLIMATE ADAPTATION PLANNING GRANT

WHEREAS, the Inyo County Local Transportation Commission (ICLTC) has been awarded a Climate Adaptation Planning Grant in the amount of \$197,422, requiring a local cash match of \$25,578, for a total project budget of \$223,000, to support the development of the *Inyo County Evacuation Route Resilience Plan*; and

WHEREAS, Caltrans requires the amendment of the FY 2025–26 Overall Work Program and Overall Work Program Agreement to incorporate the grant and matching funds before issuing a Notice to Proceed; and

WHEREAS, this amendment will include the addition of a standalone Work Element consistent with the grant application, and reflects all necessary funding, scope, and deliverables associated with the project;

NOW, THEREFORE, BE IT RESOLVED, that the Inyo County Local Transportation Commission hereby accepts the full Climate Adaptation Planning Grant award and local match for the Inyo County Evacuation Route Resilience Plan;

BE IT FURTHER RESOLVED, that the Executive Director is authorized to execute all documents and take necessary actions to implement this resolution.

PASSED AND ADOPTED this <u>20th</u> day of <u>August</u> 2025, by the Inyo County Local Transportation Commission.

AYES: NOES: ABSENT:					
-	ounty Local Tr	ansportation Cor	nmission		_
ATTEST:					_

ICLTC Secretary

California Department of Transportation

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





July 1, 2025

SENT VIA E-MAIL

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

Sustainable Tra	ınsportation P	lanning G	Frant	Program			
Grant Award Fiscal Year	2025-26	Grant Category Climate Adaptation Planning Grant Fund Source SHA					
Project Title	Inyo County Ev	acuation R	oute F	Resilience Plan			
Grantee/Agency	Inyo County Lo	cal Transp	ortatio	n Commission			
Executive Director	Michael Erranto	ichael Errante					
Grantee/Agency Contact	Justine Kokx						
Sub-Recipient(s)							
Caltrans District Contact(s)	Ben Downard,	Rick Franz					
Caltrans District Contact(s) E-mail	ben.downard@	dot.ca.gov	, rick.f	ranz@dot.ca.gov			
Grant Award	Local Match (Cash)	Local Ma (In-Kinc		Total Local Match	% Local Match	Pro	Total oject Cost
\$197,422	\$25,578		\$0	\$25,578	11.	47%	\$223,000
Conditions of Award	Grant Expiration Date			Final Invoice Due			
August 8	June 30, 2028 August 30, 2028					3	

^{*} The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Project Cost and Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match Amendment prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.

Caltrans Sustainable Transportation Planning Grant Program Grant Award Page 2

Next Steps

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

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

Sincerely,

Nicholas Compin

NICHOLAS COMPIN, PhD Chief, Office of Air Quality & Climate Change

Attachments: Specific and General Conditions

Sustainable Transportation Planning Grant Program

Grant Award Specific and General Conditions

Specific Conditions

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

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

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

General Conditions

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

- Scope of Work (SOW) and Project Cost and Schedule (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
 - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they are accrued.
 - o Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
 - Ensure the consultant procurement task includes the following deliverables: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
 - Unless prior arrangements are made, the earliest project start date is November 3, 2025, with an end date of June 30, 2028. The Project Cost and Schedule will need be updated to reflect your proposed start date. At least one task must extend to the grant expiration date on June 30, 2028.
 - Indirect Costs For Local Government Agencies requesting to bill for indirect costs:
 Indirect costs must be identified in the SOW and Project Cost and Schedule, and the indirect cost rate included at the bottom of the Project Cost and Schedule.

Grant Application Cover Sheet and Project Cost and Schedule

- Ensure the grant award, local match, and total project costs are consistent with the award letter amounts.
- **Grant Application Cover Sheet** Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
 - o If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
 - o Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- Third Party In-Kind Valuation Plan, if applicable Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
 - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Project Cost and Schedule.
 - o To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If donating their time, it is considered in-kind.
 - Submit a Third-Party In-kind Valuation Plan. The district can provide a copy of the valuation plan checklist and template.
- Overall Work Program (OWP) In accordance with the OWP and Grant Amendment
 Guidelines, submit a current Fiscal Year OWP and OWP Agreement (OWPA) Amendment,
 which includes the following:
 - The OWP/OWPA Amendment must include the Amendment Transmittal Memo, OWPA, OWP Budget Summary, and a standalone Work Element. These items must show consistent funding information for the grant project and include the full grant and local match amounts.

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

Grant Administrative Requirements

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

- **Third Party Contracts** Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects.
 - If there is a consultant on-board, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP.
 - o If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans)
- **Quarterly Reporting** Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis.
- Invoicing and Financial Requirements
 - o Maintain a proper accounting system (MS Excel is unacceptable).
 - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly.
 - One-time, lump sum invoices are not allowed.
 - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice.
 - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your District Regional Planning Liaison.
 - All work must be completed by June 30, 2028.
 - Final RFR/invoice and the final product are due no later than August 29, 2028.
 - The final RFR/invoice will not be processed without the final product.
 - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: https://ig.dot.ca.gov/resources
- **Grant Amendments** Proposed changes to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule (e.g., local match amount, fund source, movement of funds) will require an amendment and Caltrans approval following the procedures set forth in the Regional Planning Handbook for OWP amendments.



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Clint Quilter Executive Director

STAFF REPORT

MEETING: August 20 2025

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: 2025 Regional Transportation Improvement Program (RTIP) Discussion

RECOMMENDED ACTION

No action required. Receive an update on the 2026 STIP Fund Estimate, impacts to the Draft 2025 RTIP, and provide staff direction.

SUMMARY

The RTIP identifies regional transportation projects to be funded through the State Transportation Improvement Program (STIP). It is updated every two years and must be submitted to the California Transportation Commission (CTC) by December 15 of odd-numbered years. The CTC adopts the STIP the following March.

The 2026 STIP covers FY 2026-27 through FY 2030-31. The CTC's Final Fund Estimate, adopted August 14, 2025, sets Inyo County's share at \$5.4 million — \$763,000 less than the June preliminary estimate. This reduction results in a negative share balance of \$964,000 in the draft RTIP if all currently proposed projects remain:

- State Line Road FLAP match
- Tecopa ATP leveraging (New)
- East Line Street Bridge (New)

No new programming capacity is available in FY 2026-27 or 2027-28; capacity exists only in later years (FY 2028-29 through FY 2030-31). Programming beyond the county share requires CTC approval and effectively borrows against future shares.

2026 STIP TIMELINE

- Aug 14–15, 2025: CTC adopts Fund Estimate
- Sept 15, 2025: Caltrans District 9 identifies state highway needs
- Dec 15, 2025: Invo LTC submits adopted RTIP; Caltrans submits ITIP
- Feb 5, 2026: CTC South State hearing
- Feb 27, 2026: CTC staff recommendations released
- Mar 19–20, 2026: CTC adopts STIP

NEXT STEPS

Staff will prepare a formal RTIP for Commission consideration in November, factoring in the reduced funding target and potential project adjustments.

2025 Draft Regional Transportation Improvement Program

							Inyo										
							Project	Totals by	Fiscal Yea	r			Projec	t Totals	by Com	ponent	
Agency	Rte	PPNO	Project	Total	Prior	25-26	26-27		28-29	29-30	30-31	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
	PR	OPOS	ED 2026 PROGRAMMING														·
																	1
Inyo LTC		1010	Planning, programming, and monitoring	950		200	150	150	150	\ 150	150	0	950	0	0	0	0
Inyo Coun	ity	5062	State Line Road FLAP 11.47% match (partia	1,721				1,721					1,721				1
Inyo Coun	ity		Connecting Tecopa ATP match	2,075			509		1,566			213	1,566	166	130		1
City of Bis	hop		East Line Street Bridge	2,300			2,300						2,172		128		
Inyo Coun	ity		Lone Pine Streets Rehab	0						/							1
City of Bis	hop		East Line Street Improvements	0					Justine Ke \$474 PPM								1
				0					through 30								
				0							,						
			Subtotal, Highway Proposals	7,046													
	To	tal Pro	posed 2026 STIP Programming	7,046													
			2024 STIP Carryover	643													
			Total STIP	6,403								·	·				1
			remaining STIP (-negative)	-964													
	T		July estimate	5,439													
			June estimate	6202	!												

Attachments: Link to <u>Regional Transportation Plan</u> 2026 STIP Shares table

Application Checklist

The following documents are required and must be submitted via Smartsheet in one single PDF document, not to exceed 25 MB. The Signature Page may be submitted separately if there are issues combining with the single PDF document. Keep the file name brief, as files are corrupted when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

PDF documents should be submitted in their fillable PDF formats. The original file formats will be required upon grant award.

Requ	ired Application Documents
(√)	Ensure these items are completed prior to submitting to Caltrans via Smartsheet
	Application Cover Sheet (complete in Smartsheet and submit with single PDF document)
	Signature Page (Electronic signatures accepted; may submit as a separate file if there are issues with combining with single PDF document)
	Application Narrative
	Scope of Work
	Cost and Schedule
	Third Party In-Kind Valuation Plan (if applicable, required upon award)
	Map of Project Area
Supp	olemental Documentation (not required)
	Graphics of Project Area (when applicable)
	Letter(s) of support
	Data

PART A. APPLICATION INFORMATION FY 2025-26 **Grant Category** (select only one) Climate Adaptation (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities) 11.47% Local Match requirement (Not Applicable to Native American Tribal Governments) Χ Sustainable Communities (MPOs with sub-applicant, RTPAs, **Strategic Partnerships** (MPOs & RTPAs only) Transit Agencies, Cities, Counties, Tribes, other Public Transportation Strategic Partnerships Transit (MPOs, RTPAs & Transit Planning Entities) Agencies only) Sustainable Communities Competitive Strategic Partnerships (FHWA SPR Part I) (11.47% Local Match requirement) **Not applicable to (20% Local Match requirement) Native American Tribal Governments** Sustainable Communities Competitive Technical Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement) **Not applicable to (11.47% Local Match requirement) Native American Tribal Governments** **Application Submittal Type** (more than one may be selected) New **Prior Phases Re-Submittal** Continuation of a prior project. If so, list the Grant FY and project Re-submittal from a prior grant cycle. New title below. Χ Application How many times has an application been submitted for this project, including this one?

PART B. PROJECT INFORMATION

TARK B. I RESECT IN GRAVIATION					
Project Title and Location					
Project Title Inyo County Evacuation Route Resilience Plan					
Project Location (City)	Bishop		Project Location (County)	Inyo County	
Funding Information	1				
 Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. Match Calculator (Posted on STPG Website) ✓ Minimum Local Match ✓ Over-Match What is the source of Local Match funds being used? (MPOs - Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants) ✓ Local Transportation Funds ✓ Local Sales Tax ✓ Special Bond Measures 					n STPG Website)
☐ Other, speci Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	n Total Local Mato	% ch Local Matc	Total h Project Cost
\$197,422	\$25,578	\$	\$25,578	11.47	\$223,000

Project Description (3-5 Sentences Max.)

Under-Resourced Community Definitions

Insert Application Narrative:

1. Project Description

The Inyo County Local Transportation Commission will hire a consultant to prepare an Evacuation Route Resilience Plan to improve safety for rural communities by making critical ingress/egress routes more resilient to present and future climate change impacts.

The Plan will identify and catalog evacuation routes for Inyo County communities and develop a Capital Improvement Plan for Climate Adaptation that provides a prioritized list of necessary infrastructure improvements over a five-year implementation period. Conceptual plans (up to 30% design) may be developed to assist in the prioritization of projects and securing future implementation funding. The Plan will build on existing documentation of vulnerable roadways and incorporate the most current climate data, Stakeholder Advisory Committee guidance, and findings from extensive public outreach (including multijurisdictional agencies, Tribes, and community members). The Plan is consistent with current state climate adaptation planning efforts and will directly support the required update of the Inyo County Safety Element.

Project Type

se the Project Type that best represents the focus of the proposed project. See Grant Application Guide amples. Select a maximum of two project types.
☐ Active Transportation (Bicycle and Pedestrian)
☑ Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
☐ Complete Streets (Multimodal specific type)
□ Corridor (Local Streets or Highways)
☐ Freight/Goods Movement
☐ General Plan-Related (Circulation Element, Land Use Element, Specific Plan)
☐ Multimodal (Motorized and Active Transportation)
☐ Safety (Vision Zero, Safe Routes to Schools)
☐ Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
□ Transit (Bus, Light Rail, and Commuter Rail Service)
☐ Other, specify:

PART B. PROJECT INFORMATION (CONTINUED) he under-resourced communities in the project
□ Rural Communities of 50,000 or less and outside of urbanized areas
☑ Native American Tribal Governments
☐ Regionally/Locally Defined Under-Resourced Communities
☑ At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
\square At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
☐ At/Above 75% CalEnviroScreen Version 4.0
☐ At/Below 25% California Healthy Places Index

PART C. CONTACT INFORMATON*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Inyo County Local Transportation Commission		
Dept./Division	Regional Transportation Planning Agency		
Street Address	168 N. Edwards Street		
City	Independence		
Zip Code	93526		
Phone Number	760-878-0202		
Executive Director Name	Michael Errante		
Title	Director of Public Works		
Executive Director E-mail	merrante@inyocounty.us		
Financial Manager Name	Michael Errante		
Title	Directory of Public Works		
Financial Manager E-mail	merrante@inyocounty.us		
Contact Person Name	Justine Kokx		
Title	Transportation Planner		
Contact Phone Number	760-878-0202		
Contact E-mail	Jkokx@inyocounty.us		

^{*}Use additional pages if necessary.

PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	X	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2022 and 2023?	x	

PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program. If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		X	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		X	

PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: http://findyourrep.legislature.ca.gov/

	State Senator(s)		Assembly Member(s)	
District	Name	District	Name	
4	Senator Marie Alvarado-Gil	8	David J. Tangipa	

PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant. Letters received after the final application filing date will not be considered.

Name/Agency	Name/Agency
Scott Marcellin, Inyo County Board of Supervisors	
Ash Seiter, Lone Pine Fire Protection District	
Cathreen Richards, Inyo County Planning Dept	
Phil Moores, Eastern Sierra Transit Authority	
Joe Cappello, Independence Volunteer Fire Dept	
Robin Flinchum, Southern Inyo Fire Protection District	
Stephanie Rennie, Inyo Office of the Sheriff	
Thomas Swab, Lone Pine Paiute-Shoshone Reservation	

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant	the state of the s		Activity for the first
Authorized Official (Applicant)			
Print Full Name	Michael Errante		
Title	Executive Director, Inyo County Local Transportation Commission		
Signature	mi D	Date	1/15/25
Sub Applica	nt(s)*		
Authorized C	Official (Sub-Applicant)		
Print Full Name			
Title			
Signature		Date	
Authorized C	Official (Sub-Applicant)		
Print Full Name			
Title			
Signature		Date	
Authorized C	Official (Sub-Applicant)		
Print Full Name			
Title			
Signature		Date	

^{*}Use additional pages if necessary.



PART G. APPLICATION NAR	RATIVE		FY 202 5-26
Project Information			
Organization (legal name)			
Project Title			
Project Area Boundaries			
Project Timeframe (Start and End Dates):			
Application Narrative			
Project Description (5 points) - Briefly summarize project in a condeliverables, desired outcome State planning efforts. State planning efforts.	clear and concise	manner, including why the pro	ject is necessary, major



2A. Project Justification (10 points) - Do not exceed the space provided

- Describe the problem or deficiencies the project is attempting to address, including the climate adaptation need and any other priority needs, as well as how the project will address the identified problems or deficiencies
- Describe the impact of not funding the project
- Describe the public benefits

2A. Project Justification (continued)				



2B. Under-Resourced Communities Justification (7.5 points) - Do not exceed the space provided

The tools in the Grant Application Guide, Appendix A, are intended to help applicants define an under-resourced community.

- Explain how the project area or portions of the project area benefit under-resourced communities, including Tribal, local, regional, and rural communities as applicable
- Explain how the proposed project addresses the needs of the communities and how they will benefit from the proposed project, including if the communities informed the scope of the project
- Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool



2C. Under-Resourced Communities Engagement (7.5 points) - Do not exceed the space provided

See Grant Application Guide, Appendix A. for best practices in community engagement

- Describe how the proposed project will engage under-resourced communities and how the
 effort was informed by engagement with under-resourced communities, including Tribal,
 local, regional, and rural communities as applicable
 - o Include specific outreach methods for involving under-resourced communities
- Describe how under-resourced communities will continue to be engages during the next phases after the proposed planning project is complete, including implementation

3. Grant Specific Objectives (Total 40 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-D below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Strategic Highway Safety Plan
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging



3A. Grant Specific Objectives; climate risk and adaptation (10 points) - Do not exceed the space provided

- Explain how the project identifies and assesses climate change impact risks to multimodal transportation infrastructure vulnerabilities to climate change impacts in the project area
- Explain how the project will identify adaptation strategies and specific actions to remedy identified climate related vulnerabilities. Projects and plans should describe short-, medium-, and long-term strategies that will address the overall risk for the entire service life of the asset or capital project using the best available science and guidance.
- Articulate how the project will advance the planning of specific climate adaptation projects, such as developing a cost estimate, pursuing a technical feasibility study for adaptation options, or developing a conceptual design (up to 30%)
- When applicable, explain how the project includes economic analysis and/or cost-benefit analysis of identified adaptation strategy or strategies

3A. Grant Specific Objectives; climate risk and adaptation (continued)			



3B. Grant Specific Objectives; co-benefits (10 points) - Do not exceed the space provided

- Identify co-benefits of the adaptation work, such as benefits to public health, natural
 ecosystems, air quality, social equity, the economy, or reductions in greenhouse gas (GHG)
 emissions.
 - o If reductions in GHG emissions are identified as a co-benefit, explain how the project advances transportation related GHG emission reductions specifically through different project types/strategies (e.g., mode shift, demand management, accessibility, etc.)
- Describe if and how nature-based solutions will be integrated into the proposed project
- Describe how adaptation needs of environmental resources in proximity to the transportation system such as coastal resources like tidal marsh or beaches, wildlife connectivity, wetlands, or fish passage needs are considered in the proposed project (if applicable)



3C. Grant Specific Objectives; partnerships and stakeholder process (10 points) - Do not exceed the space provided

- Explain how the project demonstrates on-going collaboration and partnerships between sectors and jurisdictions, and across levels of government at a regional scale
- Explain if the project also includes collaboration and partnerships with diverse external stakeholders such as businesses, non-governmental agencies, federal, state, or local agencies, community-based organizations, and community residents
- Explain how the project includes a multistakeholder process that provides an opportunity for meaningful community engagement from communities potentially impacted by any project identified or developed as part of the planning grant



3D. Grant Specific Objectives; alignment with other plans and State Goals (10 points) - **Do not exceed** the space provided

- Explain how the project is consistent with priorities, goals, and actions of the California State Adaptation Strategy, follows State guidance on adaptation planning, and is consistent with any applicable local/regional resilience planning.
- Articulate if the project will identify ways to incorporate transportation-related climate
 adaptation needs into existing transportation plans, specifically how the project will lead
 to the identification and development of capital projects that can be programmed as
 part of local or regional plans
- Explain how the project is in alignment with or augments existing plans, including climate action/adaptation plans, hazard mitigation plans, safety elements of general plans, resilience improvement plans, and/or Coastal Act/Certified Local Coastal Program plans
- Explain how the proposed project addresses public access and Complete Streets needs



4. Project Management (Total 30 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website: https://dot.ca.gov/programs/transportation-planning/grants

- **4A.** Scope of Work **(15 points)**
- 4B. Cost and Schedule (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist			
(√)	Ensure these items are completed prior to submitting to Caltrans		
Χ	Use the Fiscal Year 2025-26 template provided		
Χ	Include the activities discussed in the grant application		
Х	List all tasks using the same title as stated in the Project Cost and Schedule		
Х	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule		
Χ	Exclude sub-task numbers; only include sub-headings		
Х	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks		
Х	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the under-resourced community involved with the project, if applicable		
Х	Include a thorough and accurate narrative description of each task		
X	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and subrecipient(s) can charge against this Task. This Task must only include the following activities and deliverables: Caltrans and grantee Project kick-off meeting at the start of the grant Invoicing and quarterly reporting to Caltrans DBE Reporting (federal grants only) 		
Х	Include Task 02 for the procurement of a consultant (if needed). This task is for the grantee and sub-applicant(s) only.		
Х	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)		
Х	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and virtual), excluding technical projects		
Х	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).		
Х	Include a summary of next steps your agency will take towards implementing the project in the Final Product		
Х	List achievable project deliverables for each Task		
X	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide		

SCOPE OF WORK

Project Information		
Grant Category	Climate Adaptation Planning	
Grant Fiscal Year	FY 2025-26	
Project Title Inyo County Evacuation Route Resilience Plan		
Organization (Legal name)	Inyo County Local Transportation Commission	

Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

The Inyo County Local Transportation Commission (ICLTC) is applying for the Caltrans Sustainable Transportation Planning Grant Sustainable Climate Adaptation Planning sub-category to develop an Evacuation Route Resilience Plan (ERRP). The ERRP will identify and catalog evacuation routes for all Inyo County communities, evaluate known risk areas along these routes that have proven susceptible to impacts of changing weather and runoff conditions as a result of climate change, and develop a Capital Improvement Plan for Climate Adaptation (CIPCA) that can guide the prioritization of transportation resilience improvements.

Appendix A shows the project area and identifies several Inyo County communities. According to the 2020 US Census, the Inyo County population is 19,016. The entire county qualifies as an under-resourced community (per the definition of a rural community of 50,000 or less and outside of urbanized areas). Additionally, 4 of 6 census tracts have a Median Household Income (MHI) less than 80% of California MHI (according to the 2022 American Community Survey 5-Year Estimates). This qualifies Census Tracts 1, 4, 5, and 8 as under-resourced by income (Assembly Bill 1550). Census tract 8 MHI is only 52 percent of statewide MHI. Many of the rural under-resourced communities in these census tracts are being immediately affected by climate change impacts to the transportation system and this Project will directly benefit them. Inyo County is the home of five federally recognized Tribes. Projects that support Tribes qualify as supporting under-resourced communities as well.

Climate change is fundamentally and rapidly changing weather patterns in Inyo County, a geographically diverse county that is home to both the lowest and highest elevations in the lower 48 states. While specific changes in climate patterns are predicted to be highly variable by elevation, microregion, and year, both scientific modeling and firsthand observation show that precipitation events are becoming more extreme, with drought years being particularly dry and wet years having record precipitation. Runoff resulting from these events is overrunning the existing infrastructure (such as bridges and culverts) that was designed for outdated max flow rates and water levels. With a population density of only 1.87 persons per square mile (compared to 251 statewide), this has two significant consequences for Inyo County: 1) many communities have severely limited existing ingress/egress routes, and 2) Inyo County possesses limited resources to react swiftly to the scale and magnitude of impacts of climate change on transportation infrastructure and rural communities during and after unprecedented precipitation and runoff events. To complicate matters, Inyo County roadways experience high volumes of tourist traffic, which would put additional strain on evacuation routes. Death Valley National Park averages over a million visits per year and Inyo National Forest saw 2.3 million annual visits in 2016. Over the past 20 years, Inyo County has dealt with multiple large-scale damaging weather events, including declaring a local state of emergency in 2003 and 2017,

however two severe storms within six months of one another in 2023 highlights the challenges of continuing to respond and react. In early 2023, Inyo County documented extensive storm damage on various county-maintained roadways through a FEMA Preliminary Damage Assessment, Caltrans Emergency Relief Initial Damage Estimate, and internal damage assessments (detailed in Appendix B). In August 2023, Tropical Storm Hilary again caused widespread flooding and the closure of multiple major lifeline roadways, including State Route (SR) 190 and SR 136. Inyo County declared a state of local emergency that pointed to the closure of vital roadways, including US 395 and SR 190, necessitating evacuation orders and compromised accessibility (included in Appendix B). Now, more than a year later, resources are still being used to rebuild some roadways destroyed due to flooding, including Whitey Portal Road (a massive economic linkage for the county and region) and Furnace Creek Road. Therefore, Inyo County understands the importance of taking a proactive approach in building a more resilient transportation system to climate impacts instead of relying on reactionary actions.

While planners and emergency managers recognize that there are apparent weaknesses in the current transportation network, the scale of need spanning Inyo County warrants a systematic approach to increasing the resilience of infrastructure to more extreme precipitation events. The ERRP would do just that: 1) identify evacuation routes for the many rural isolated communities throughout Inyo County, 2) engage with residents, stakeholders, and public officials to pinpoint known "weak links" along the routes (roadway segments, bridges, culverts, swales that are known to flood, repeatedly close to vehicular traffic, or present other safety hazards), 3) create a prioritized and detailed list of needed improvements that can be used to leverage funding, prioritize programming, and create a strategic approach to increasing resilience.

The ERRP would have the added benefit of also directly supporting the update to the Safety Element of the Inyo County General Plan required by recent changes to California law. Currently the Inyo County 2017 Multi-Jurisdictional Hazard Mitigation Plan acts as the Public Safety Element (Appendix C). Combined, Assembly Bill 747 (2019), AB 1409 (2021), and Senate Bill 99 (2019) require a Safety Element update to include identification of residential developments and vulnerable communities with less than two evacuation routes, the capacity, safety, viability of evacuation routes and their locations under a range of emergency scenarios, and location of local community resilience centers. While the ERRP does not fulfill all update requirements, it advances the effort by creating a comprehensive database of identified evacuation routes for Inyo County communities. From this, the Safety Element update can identify communities that are vulnerable due to having less than two evacuation routes.

The ERRP will have immediate and long-lasting positive impacts on Inyo County communities. Evacuation routes for rural, under-resourced communities will be formally "put on the map" and cataloged, a critical component to emergency response operations and public safety. Deficiencies and hazards along these routes will be identified and improvements prioritized through stakeholder engagement and public outreach. In the short term, this improves safety for first responders and residents of the communities impacted. In the long term, a prioritized list of necessary improvements makes adaptation efforts timelier and more efficient. This Plan advances transportation equity for rural under-served communities by identifying evacuation routes for communities throughout Inyo County (regardless of how major the roadway that serves it) and by ensuring that a diverse group of stakeholders is involved in the identification and prioritization of projects. The ERRP will ultimately benefit the public by making the transportation network in Inyo County safer and more resilient to the impacts of present and future climate change.

The ERRP will support a wide variety of local, state, and federal climate-related planning efforts, including California Transportation Plan 2050, Caltrans Strategic Plan, California Climate Adaptation Strategy, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Mission and Objectives, Inyo County General Plan and Safety Element, Inyo County Regional Transportation Plan, State Planning Priorities, Title VI and Environmental Justice, and Master Plan for Aging. The ERRP will support the Caltrans effort currently underway to conduct a capacity

analysis of state highways and will review this document if available. The ERRP will align with the Inyo County Electric Vehicle Charging Infrastructure Network Plan (currently in development) by considering the capabilities of evacuation routes to support electric vehicles. The ERRP will take into consideration the routes used by Eastern Sierra Transit Authority transit buses as this is a vital means of transportation for car-less individuals and zero-vehicle households. As the Regional Transportation Planning Agency (RTPA), ICLTC recognizes it has an important role to play in helping make the regional and statewide transportation network resilient to present and future impacts resulting from climate change.

Project Stakeholders

Inyo County Local Transportation Commission will be the lead agency for this project and will hire a consultant to complete all aspects of the project, should it be funded. Stakeholders will include but not be limited to:

- 1. County of Inyo
- 2. Inyo County Office of Emergency Services
- 3. Inyo County Department of Public Works
- 4. City of Bishop
- 5. Caltrans
- 6. CalFire
- 7. CA Department of Fish and Wildlife
- 8. Bishop Paiute Tribe
- 9. Fort Independence
- 10. Big Pine Paiute Tribe
- 11. Lone Pine Reservation
- 12. Timbisha Shoshone Tribe
- 13. US Forest Service
- 14. Bureau of Land Management
- 15. National Park Service
- 16. Los Angeles Department of Water and Power
- 17. Southern California Edison
- 18. Eastern Sierra Transit Authority
- 19. Fire Safe Councils in Inyo County
- 20. Adjacent counties (as appropriate)

Overall Project Objectives

- Develop a plan that guides climate resilience improvement to key transportation infrastructure in Inyo County.
- Lower the risk of climate impacts to ingress/egress routes connecting rural underresourced communities.
- Establish a catalog of evacuation routes for Inyo County communities.
- Develop a Capital Improvement Plan for Climate Adaptation that can be integrated into the Regional Transportation Plan.
- Enable ICLTC to seek capital funding for improvement projects.
- Support state-required updates to the Inyo County Safety Element.

Summary of Project Tasks

[Project Management activities must be identified within the task they are occur and not as standalone tasks.]

Task 01: Project Administration

Inyo County Local Transportation Commission (ICLTC), as the grantee, will hold a kick-off meeting with Caltrans to review grant procedures, project expectations, invoicing, reporting, and all other relevant project information and objectives. ICLTC will be responsible for all

quarterly reporting to Caltrans and will manage the project in accordance with the grant guidelines, the grant contract between Caltrans and ICLTC, and Regional Planning Handbook.

Task Deliverables		
Kick-off meeting with Caltrans - Meeting Notes		
Signed grant contract between Caltrans and ICLTC		
Refined Scope of Work (if appliable)		
Quarterly invoices and progress reports		
Final report and invoice		

Task 02: Consultant Procurement

[Provide a detailed narrative of activities to be completed in this Task]

Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

ICLTC will procure a consultant to complete the project. ICLTC will circulate a Request for Proposal (RFP) and go through the selection process, using proper competitive procurement procedures as defined by Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, the executed grant contract between Caltrans and the grantee in the grant contract, and state and federal requirements.

ICLTC will hold a kick-off meeting with selected Consultant and Team to discuss project schedule and sign a contract. ICLTC will meet with Consultant Team monthly to discuss progress.

Task Deliverables
Request for Proposal/Qualifications
Executed contract between ICLTC and consultant
Amendments to the consultant contract (if appliable)
Monthly meeting minutes

Task 1: Stakeholder Advisory Committee

The Consultant Team will form a Stakeholder Advisory Committee (SAC) that will provide technical expertise and guidance to the Consultant Team throughout the project. Stakeholders

will be chosen for the SAC based on technical expertise and professional position with the specific goal of forming a multi-jurisdictional SAC. The SAC will meet with the Consultant Team several times throughout the project:

- An initial kick-off meeting will be held where the Consultant Team will explain the purpose
 of the SAC and the project process and will solicit initial feedback on aspects of the
 project that they see as the most important/challenging and next steps.
- A second meeting where the Consultant Team will present findings of existing conditions (Task 3), including the catalog of evacuation routes.
- A third meeting where the Consultant Team presents the Capital Improvement Plan for Climate Adaptation (CIPCA) (Task 4).
- A final meeting will be held to discuss the Draft Final Report (as part of Task 5).

Throughout the project, the SAC will be kept updated on project milestones and achievements via regular communication from the Consultant Team and encouraged to participate in public outreach events and efforts.

Task Deliverables	
Stakeholder Advisory Committee member list	
SAC meeting notes	

Task 2: Public Outreach

The Consultant Team will prepare a community engagement plan that will include the following components:

- An online survey, offered in both English and Spanish, that assesses existing hazards and
 "weak links" in the transportation system as well as perception of how changes in
 weather patterns are impacting transportation infrastructure. The survey will collect data
 on:
 - Identification of roadways prone to flooding, debris hazards, and areas of concern
 - o Identification of priority areas for improvement projects
 - Perception of change in weather patterns and extreme weather event impacts

Participants will be able to identify risk areas and priority improvement areas using a GIS interactive mapping tool. Participants can provide comments on any areas of concern they identify. This survey will be available online and integrated with feedback received at in-person workshops/pop ups.

Conduct at least two workshops or pop-up events to engage with rural community
residents. ICLTC will assist the Consultant Team in choosing in-person workshop locations,
with preference being given to rural communities that have been recently impacted by
abnormal climate patterns and extreme weather events. Exhibits and paper surveys will
be created for these workshops and a box for anonymous comments/input will be
provided.

The community will also be able to provide feedback when the Draft Plan is presented to Councils, Commissions, and Boards.

Task Deliverables	
Community Survey questions (both in English and Spanish), link	
Workshop dates, locations, and sign in sheets	
Presentation Materials for in-person workshop/pop up events	

Task 3: Existing Conditions

Summary of Public Outreach Results

The Consultant Team will evaluate existing conditions in Inyo County to identify risk areas along evacuation routes for Inyo County communities. First, this will include a review of relevant plans, including:

- Inyo County RTP, General Plan, and Safety Element.
- Inyo County Multi-jurisdictional Hazard Mitigation Plan.
- City of Bishop General Plan and Safety Element.
- State and federal climate adaptation and planning efforts.

This will also include a data-driven and science-based review of weather-related incidents over the past 10 years in Inyo County that impacted transportation infrastructure. This will include but is not limited to a review of all storm-damage assessment documentation that Inyo County has completed.

Next, the Consultant Team will work with public officials, planning staff, and emergency managers to identify and catalog evacuation routes for all Inyo County communities along with existing conditions and characteristics. This may include:

- Roadway condition (pavement condition).
- Bridge weight capacity and condition.
- Culvert capacity and condition.

This information combined with maps of known floodplains in the region will be used to identify existing emergency access roadways in danger of damage from significant storms. Further, as part of this task, the consultant will identify communities with no secondary access. This database will be presented in an accessible format (i.e., Excel). Evacuation route locations will be identified in figures.

Task Deliverables	
Summary of Existing Conditions	
Database of Evacuation Routes	
Figures of Evacuation Routes	

Task 4: Capital Improvement Plan for Climate Adaptation

The Consultant Team will work closely with the SAC, ICLTC staff, and consider public survey results to develop a Capital Improvement Plan for Climate Adaptation (CIPCA). The CIPCA will include a prioritized list of projects over a five-year implementation period to specifically improve the resilience of evacuation routes identified in Task 3. The final CIPCA will follow the California

standards for a Capital Improvement Plan. For each project identified, the approximate location, size, implementation year, and high-level cost estimate will be specified.

Conceptual plans (up to 30% design) may be developed to assist with prioritizing potential projects or securing future competitive funding for project implementation.

Task Deliverables

Capital Improvement Plan for Climate Adaptation

Conceptual Plans (up to 30% design)

Task 5: Draft and Final Plan

The Consultant Team will combine the Plan elements produced in Task 3 and Task 4 into a Draft Evacuation Route Resilience Plan (ERRP). This Draft Plan will be presented to ICLTC Board and the SAC. Stakeholders and the public will also have an opportunity to review it as it will be made publicly available online. After a sufficient period is allowed for review, the Consultant Team will then work to incorporate or address any comments received on the Draft Plan into the Final Plan.

The Final Plan will be delivered to the ICLTC in electronic format. The Catalog of Evacuation Routes and the CIPCA project list will also be provided to ICLTC in an easily accessible format, such as Excel. The CIPCA will provide ICLTC staff with sufficient data to pursue competitive grant funding for implementation of CIPCA projects once Plan is adopted by the Board in Task 6. Furthermore, the ICLTC will incorporate projects identified in the CIPCA in the next Regional Transportation Plan update, as appropriate. The Final Plan will acknowledge this grant program as its funding source and thank all contributing agencies and stakeholders for their input.

Task Deliverables

Draft Inyo County Evacuation Route Resilience Plan

Presentation material for Board presentation

Response to comments received on Draft Plan

Final Inyo County Evacuation Route Resilience Plan

Evacuation Routes and CIPCA files in accessible format (i.e., Excel)

Task 6: Board Approval

The Final Plan will be brought to the Inyo County Board of Supervisors for approval as an agenda item. It is expected that adoption can happen without another presentation from the Consultant Team.

Task Deliverables

Board meeting minutes

Cost and Schedule Checklist

The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.

Cost	Cost and Schedule Checklist			
(✓)	Ensure these items are completed prior to submitting to Caltrans			
Х	Use the Fiscal Year 2025-26 template provided (do not alter the template)			
Х	List all tasks with the same title as stated in the Scope of Work			
Х	Include task numbers in proper sequencing, consistent with the Scope of Work			
Х	Exclude sub-task numbers and sub-headings			
Х	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks			
Х	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)			
Х	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the grantee and sub-recipient(s) only.			
х	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match			
Х	Ensure a local match amount is provided for each task (Task 01 & Task 02 optional)			
х	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category			
Х	Include a grant amount for each Task (Task 01 & Task 02 optional)			
Х	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.			
x	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2024-25 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.			
Х	Include a best estimate of the amount of time needed to complete each task			
Х	State a realistic total cost for each task based on the work that will be completed			
Х	Use only whole dollars in the financial information fields. No rounding up or down and no cents.			
Х	Start the timeframe at the beginning of the grant period (November 2025)			
х	Extend the timeframe to the end of the grant period (June 2028)			

California Department of Transportation Sustainable Transportation Planning Grant Program COST AND SCHEDULE

Grant Category	Climate Adaptation Planning		
Grant Fiscal Year	FY 2025-26		
Project Title	Inyo County Evacuation Route Resilience Plan		
Organization (Legal name)	Inyo County Local Transportation Commission		
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator (posted on-line)		
Reimbursements/ Invoicing	Does your agency plan to request reimburesement for indirect costs? Yes No If yes, what is the estimated indirect cost rate? Does your agency plan to use the Tapered Match approach for invoicing purposes? Yes No		

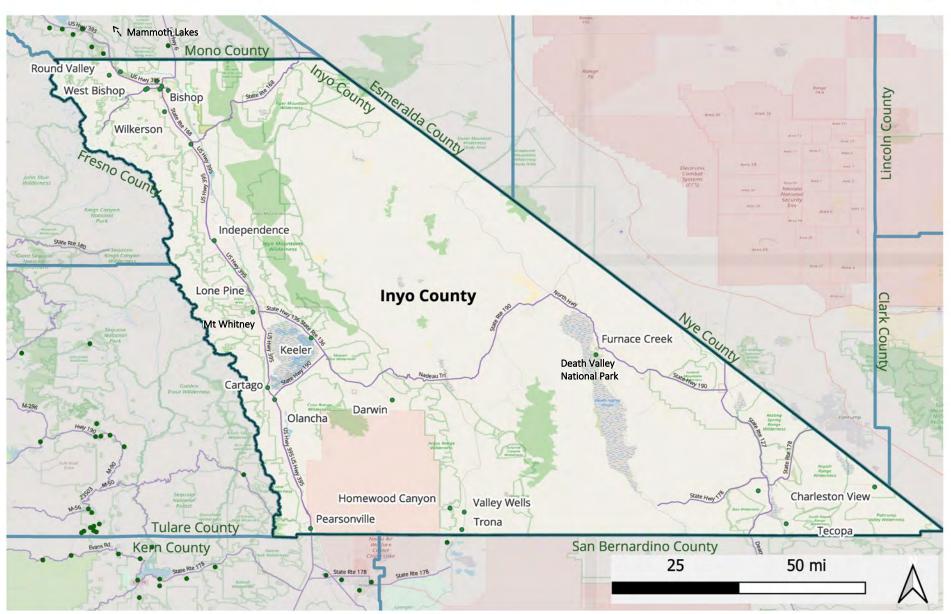
Task			I Incal Cash I		Estimated Total - Project Cost*		FY 2025/26					FY 2026/27				FY 2027/28										
#	Task Title	Grant Amount*					s	ОИ	D .	JF	М	АМ	1 1	A S	so	N D	J	F M	АМ	J J	A S	0	JD.	J F N	ИΑΙ	N J
01	Project Administration (no more than 5% of total grant funds)	\$8,853	\$1,147	\$0	\$10,000																					
02	Consultant Procurement	\$3,099	\$401	\$0	\$3,500																					
1	Stakeholder Advisory Committee	\$4,427	\$574	\$0	\$5,000																					
2	Public Outreach	\$30,100	\$3,900	\$0	\$34,000																					
3	Existing Conditions	\$61,971	\$8,029	\$0	\$70,000																					
4	Capital Improvement Plan for Climate Resilience	\$61,971	\$8,029	\$0	\$70,000																					
5	Draft and Final Plan	\$23,460	\$3,040	\$0	\$26,500																			П		П
6	Board Approval	\$3,541	\$459	\$0	\$4,000																					
	Totals	\$197,422	\$25,578	\$0	\$223,000																					

Appendix A

Figure 1. Project Area: Inyo County

US Census Bureau QuickFacts

Figure 1
Project Area: Inyo County



Data Source: US Census 2023

QuickFacts

Inyo County, California

QuickFacts provides statistics for all states and counties, and for cities and towns with a population of 5,000 or more.



Table

All Topics	a	Inyo County, California	
1 Population, Census, April 1, 2020			19,016
PEOPLE			
Population			
Population Estimates, July 1 2022, (V2022)			△ NA
Population Estimates, July 1 2021, (V2021)			△ 18,970
Population estimates base, April 1, 2020, (V2022)			△ NA
Population estimates base, April 1, 2020, (V2021)			△ 19,016
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)			△ NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)			△ -0.2%
1 Population, Census, April 1, 2020			19,016
Population, Census, April 1, 2010			18,546
Age and Sex			
Persons under 5 years, percent			△ 5.2%
Persons under 18 years, percent			▲ 20.9%
Persons 65 years and over, percent			△ 24.1%
Female persons, percent			△ 49.6%
Race and Hispanic Origin			
White alone, percent			△ 79.2%
Black or African American alone, percent (a)			∧ 12%

Appendix B

Existing documentation of storm-damaged County-maintained roadways in Inyo County:

FEMA Preliminary Damage Assessment (January 2023)

Selection of FEMA Preliminary Damage Assessment Site Estimates (January 2023)

Caltrans Emergency Relief Initial Damage Estimate (March 2023)

Inyo County Hurricane Hiliary State of Local Emergency Proclamation (August 2023)

News Stories on Damage to Inyo County roadways (August 2023)

Damage Inventory

Disaster Number:		4683DR			Program Delivery Manager (PDMG) Name:				TURNBOW, WILLIAM B.							
Applicant Name:		Inyo County (027-990	Program Delivery Manager (PDMG) Phone:				(279) 210-9226									
Applicant FIPS:		027-99027-00	Program Delivery Manager (PDMG) Email:				William.Turnbow@associates.fema.dhs.gov									
	licant Point of Contact Name:	Torres, Mikaela							S							
Applicant Point of Contact Phone:		(760) 878-0120														
	licant Point of Contact Email:	mtorres@inyocounty	.us													
ory										of Damage	Approx.	omplete	Туре	grant(s) on this a past?	icant priority	
Categ	Name of damage/facility	Address 1	Address 2	City	State	Zip	Latitude	Longitude	Describe Damage	Primary Cause	Cost	% Work Cor	Labor	Has received PA grant(s) facility in a past?	Applicant	
	Bishop Landfill	100 Sunland Res Rd		Bishop	CA	93514	37.33158	-118.40395	Road washouts (lower level)	Severe Storn	\$25,863	20%	FA	N	High	
	Bishop Landfill	100 Sunland Res Rd		Bishop	CA	93514	37.33158		Mechanic shop and well power shop flooding	Severe Storn	\$1,722			N	High	
	Bishop Landfill	100 Sunland Res Rd		Bishop	CA	93514	37.33158		Damage to retaining blocks surroung structure	Severe Storm	\$7,750		FA	N	High	
	Bishop Landfill	100 Sunland Res Rd	1	Dieber	CA	93514	37.33158		Road washouts (upper level)	Severe Storm	\$5,955		FA	N	High	
	Bishop Landfill	100 Sunland Res Rd		Bishop	CA	93514	37.33158	-118.40395	Exceeded capacity at septage ponds	Severe Storm	\$57,500	100%	С	N	Urgent	
В	Cottonwood Rd			1			36.26.22.26	118.4.51.25	Rock fall on road, area impacted 50', rocks averaged 3', and approx. 5 cubic yards were cleared from roadway	Severe Storm	\$200	l		N		
	cottoou nu	+			1	1	33.20.22.20	110.4.51.25	Debris on roadway, approx. 24' wide, 300' long, average	SEVELE STOLL	7200			.,		
В	Trona Wildrose						35.58.39.529	117.20.44.369	depth 0.5'	Severe Storm	\$1,000			N		
С	Trona Wildrose						35.54.21.99	117.19.51.909	Washed out shoulder, approx. 30' long, 12' wide, 2' deep	Severe Storn	\$500			N		
В	Homewood Canyon						35.53.31.399	117.21.30.099	Debris on roadway, approx 24' wide, 75' long, 0.3' deep	Severe Storn	\$100			N		
	Homewood Canyon						35.53.43.3099	117.22.58.289	Washed out shoulder, approx. 12', 1' deep,, 75' long	Severe Storm	\$300			N		
	Homewood Canyon						35.53.57.96	117.24.1.929	Washed out shoulder, approx. 2' wide, 0.5' deep, 75' long	Severe Storn	\$100			N		
	Homewood Canyon						35.53.57.669	117.24.2.07	Washed out shoulder, approx. 2' wide, 0.5' deep, 75' long	Severe Storn	\$100			N		
С	Homewood Canyon						35.53.58.279	117.24.1.159	Shoulder damage, approx. 20' long, 1'deep, 10' wide	Severe Storm	\$200			N		
С	Trona Wildrose						35.58.40.13	117.20.44.2	Shoulder damage, 500 yards long, 0.5' deep, 12' wide	Severe Storn	\$750		ш	N		
С	Cactus Flat Rd.						36.15.2.979	117.58.53.15	Shoulder damage, 450 yards long, 0.5' deep, 10' wide	Severe Storn	\$750			N		
C	Cactus Flat Rd.				-		36.15.15.919	117.59.26.049	Shoulder damage, 300 yards long, 5' wide, 1' deep Water washed down road, displacing material, approx. 1/2	Severe Storn	\$1,500		\vdash	N		
С	Cactus Flat Rd.						36.14.21.509	117.58.27.50	mile long, 12' wide, 0.5' deep	Severe Storm	\$750			N		
С	County Road						37.11.36.480	118.20.28.659	Water across roadway, washed out material, approx. 50'long, 1' deep, 30' wide	Severe Storn	\$200			N		
В	Glacier Lodge Rd.						37.7.36.179	118.21.28.719	Rock fall on road, avg rock size 1.5', approx 15 cubic yards removed from roadway	Severe Storn	\$400			N		
В	Glacier Lodge Rd.						37.7.36.22	118.21.28.419	Rock fall on road, avg rock size 2.5', approx 20 cubic yards removed from roadway	Severe Storn	\$500			N		
_	County Road						37.12.9.70	118.19.37.95	Shoulder damage, washed out material, approx. 40'long, 1' deep, 8' wide	Severe Storm	\$300			N		
	Tinnemaha Movie Flat Rd	+	 		+	1	37.3.29.67 36.36.40.959	118.16.6.25 118.7.20.14	Shoulder washout, 50' long, 4' wide, 4' deep Road washed out, 40' long, 24' wide, 5' deep	Severe Storn Severe Storn	\$1,000 \$5,000		\vdash	N N		
	Moffat Ranch Rd.				-	1	36.36.40.959	118.7.20.14	Road washed out, 40 long, 24 wide, 5 deep Road wash out, 20' long, avg. 10' wide, 1' deep	Severe Storm	\$5,000		\vdash	N		
_	Glacier Lodge Rd.	+			1	1	37.9.46.51	118.18.21.19	Shoulder washout, 250 yards long, 2' wide, 1' deep	Severe Storn	\$1,500		\vdash	N		
	Death Valley Rd	1	1	1	1	1	37.10.57.549	118.14.40.419	Shoulder washout, 700 yards long, 0.5 deep, 6' wide	Severe Storn	\$1,500		\vdash	N		
	Death Valley Rd						37.10.19.899	118.12.50.20	Shoulder washout, 75' long, 12' wide, 4' deep	Severe Storm	\$1,500			N		
	County Road						37.11.20.959	118.19.53.14	Road washout, 40' long, 30' wide, 0.5' deep	Severe Storm	\$500			N		
	County Road						37.11.27.19	118.20.4.349	Debris in roadway, 40' long, 30' wide, 1.5' deep	Severe Storm	\$750			N		
-	Tinnemaha						37.3.29.609	118.16.6.059	Shoulder washout, 50' long, 8' wide, 8' deep	Severe Storn	\$3,000			N		
	Division Creek Rd.						36.56.20.549	118.17.14.09	Road washout, 75' long, 4' wide, .7' deep	Severe Storn	\$400			Ν		
-	Division Creek Rd.				1		36.56.23.35	118.17.31.20	Road washout, 75' long, 20' wide, 0.5' deep	Severe Storm	\$400			N		
	Movie Flat Rd						36.39.3.739	118.8.38.469	Road washout, 3' wide, 10' long, 2' deep	Severe Storm	\$400		\vdash	N		
	Gerkin Rd.		1	-	1	1	37.17.56.799	118.23.15.02	Debris in roadway, 200' long, 12' wide, 0.5' deep	Severe Storm	\$500		\vdash	N		
	Sunland Dr Sunland Dr	+	-	1	1	1	37.20.3.799 37.19.53.359	118.24.16.65 118.24.16.57	Shoulder washout, 300 yards long, 6' wide, 1' deep Shoulder washout, 200 yards long, 4' wide, 1' deep	Severe Storn Severe Storn	\$3,000 \$2,500		\vdash	N N		
-	Sunland Dr	+	1	1	+	 	37.19.53.359	118.24.16.57	Shoulder washout, 200 yards long, 4 wide, 1 deep Shoulder washout, 100 yards long, 2' wide, 1' deep	Severe Storm	\$2,500		\vdash	N		
	Sunland Dr	+			1	1	37.19.24.070	118.24.16.289	Shoulder washout, 100 yards long, 2 wide, 1 deep Shoulder washout, 75' long, 10" wide, 0.75' deep	Severe Storn	\$1,000		\vdash	N		
В	Sunland Dr	1	1	1	1	1	37.19.9.859	118.24.11.13	Debris in roadway, 30' wide, 30' long, 0.75' deep	Severe Storn	\$400			N		
	Sunland Dr			Ì	1		37.19.4.899	118.23.41.989	Shoulder washout, 40' long, 5' wide, 1.5' deep	Severe Storn	\$1,500			N		
_	S. Barlow					1	37.20.31.019	118.25.22.099	Shoulder washout, 25' long, 2' wide, 1' deep	Severe Storm	\$300			N		
	S. Barlow						37.20.27.149	118.25.21.830	Shoulder washout, 75' long, 3' wide. 1' deep	Severe Storm	\$1,250			N		
С	Sunland Dr						37.20.3.579	118.24.16.700	Shoulder washout, 75' long, .5' deep, 4' wide	Severe Storn	\$1,250			N		

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FEMA Form 90-81, MAR 95









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FEMA Form 90-81, MAR 95

















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FEMA Form 90-81, MAR 95











Exhibit 11-A: Emergency Relief Program - Local Agency - Initial Damage Estimate (IDE)								
Local Agency Name:	Inyo County	IDE DUE DATE:	3/16/2023	E-mail draft Spreadsheet to: ER.IDE.Submittals@dot.ca.gov				
Local Agency e-mail:	gwaters@inyocounty.us	Disaster Name:	CA23-3	with a cc: to your DLAE				
	Off							

isaster D	Damage Site	Information				Eme	rgency Opening	(EO)	Perm. Repair (PR)	Project Tota
DISTRICT*	COUNTY	ROUTE	Federal-aid Roadway*** (check)	PM (Begin)	PM (End)	A EO Force Account	B EO Contract	C EO Total Estimated Cost (C = A + B)	D PR Total Estimated Cost	Estimated Total Co
9	INY	Lower Rock Creek Rd. (Old Sherwin Grade Rd.)	Major Collector	Boundary Rd.	Gorge Rd.	\$ 10,000	\$ 1,030,000	\$ 1,040,000	\$ 500,000	\$ 1,540,00
9	INY	Pine Creek Rd.	Major Collector	Lower PC Bridge	Gable Cr. Crossii	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,00
9	INY	Chalk Bluff Rd.	Major Collector	PVD Rd.	Jean Blonc Rd.	\$ 40,000	\$ -	\$ 40,000	\$ -	\$ 40,0
9	INY	Sunland Dr.	Major Collector	Sunland Indian R	Gerkin Rd.	\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,0
9	INY	Death Valley Rd.	Major Collector	SR 168	Loretta Mine Rd.	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,0
9	INY	Onion Valley Rd.	Major Collector	Seven Pine Cam	Kearsarge Trailhe	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ 100,0
9	INY	Whitney Portal Rd.	Major Collector	Tuttle Creek Rd.	Horseshoe Mead	\$ 10,000	\$ 80,000	\$ 90,000	\$ -	\$ 90,0
9	INY	South Barlow	Major Collector			\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,0
9	INY	Jean Blanc	Major Collector			\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,0
9	INY	Pleasant Valley Dam Road	Major Collector			\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,0
9	INY	Gerkin Road	Major Collector			\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,0
9	INY	Glacier Lodge Road	Major Collector			\$ 80,000	\$ -	\$ 80,000	\$ -	\$ 80,0
9	INY	Waucuba Saline Road	Major Collector			\$ 20,000		\$ 20,000	\$ -	\$ 20,0
9	INY	Cerro Gordo Road	Major Collector			\$ 10,000		\$ 10,000	\$ -	\$ 10,0
9	INY	Horseshoe Road	Major Collector			\$ 30,000		\$ 30,000	\$ -	\$ 30,0
9	INY	Lubkin Road	Major Collector			\$ 10,000		\$ 10,000	\$ -	\$ 10,
9	INY	Gill Sta Coso Road	Major Collector			\$ 10,000	·	\$ 10,000	\$ -	\$ 10,0
9	INY	Nine Mile Road	Major Collector			\$ 20,000	\$ -	\$ 20,000	\$ -	\$ 20,0
9	INY	Old Spanish Trail	Major Collector			\$ 10,000		\$ 10,000	\$ -	\$ 10,
9	INY	Stateline Road	Major Collector			\$ 10,000	\$ -	\$ 10,000	\$ -	\$ 10,0
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									Grand Total	\$ 2,160,0

COMMENTS:

X Routes not safely accessible for inspection currenlty are either inundated with snow and avalanche debris and at high risk for continued avalanches or under floodwaters.

March 2023 Storm Damage Report

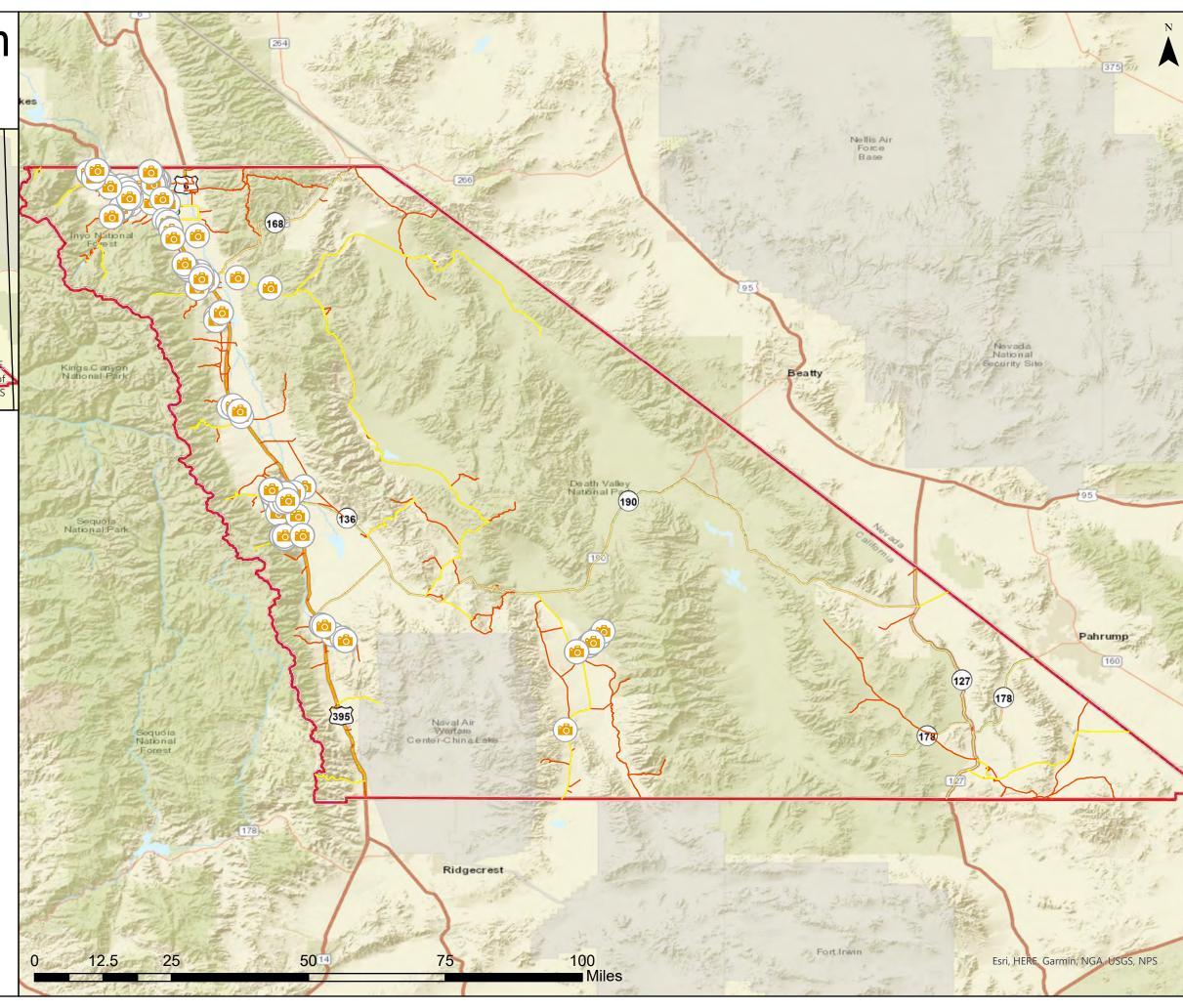


County Overview Current extent of damage assessment

Legend

- Damage Sites
 - Federally Qualified Roads
- County Maintained Roads
- State Highway
- US Highway
- CountyBoundary





EMERGENCY SERVICES DIRECTOR OF INYO, STATE OF CALIFORNIA PROCLAIMING EXISTENCE OF A LOCAL EMERGENCY

WHEREAS, on August 18, 2023, Hurricane Hilary initiated a series of severe weather events, including heavy rain, flooding, lightning, and strong gusty winds, affecting Southern California, particularly Inyo County;

WHEREAS, in response to the developing situation, the National Weather Service issued a sequence of Flood Watches on August 18, 2023, forewarning of the potential for major to historic flooding within Inyo County, spanning the period from August 19, 2023, through August 22, 2023;

WHEREAS, this formidable storm system engendered widespread flooding, necessitating the closure of vital roadways. Notably, a full closure of Highway 395, a critical artery connecting the County with southern California. Furthermore, a full closure of Highway 190 left both inhabitants and visitors within Death Valley National Park stranded. The ramifications extended to essential infrastructure and public transportation systems, compelling the issuance of evacuation advisories and orders;

WHEREAS, the ongoing assessment of the damage incurred by County roads and highways confronts challenges posed by compromised accessibility. Impassable conditions due to washouts and persisting floods have impeded the expeditious evaluation of the extent of destruction;

WHEREAS, Hurricane Hilary's impact, coupled with the consequent debris flow, continues to pose imminent threats to vital infrastructure, both public and private properties, as well as the safety and well-being of the populace residing within the County;

WHEREAS, the Director of Emergency Services finds that these emergency conditions will require additional resources, services, personnel, equipment, and any other assistance, including the combined forces of the mutual aid region to mitigate the effects of the local emergency. These resources are necessary to address immediate threats and to assist in recovery efforts; and,

WHEREAS, Government Code Section 8630, and Inyo County Code Section 2.56.060 empowers the Director of Emergency Services to proclaim the existence of a local emergency when the County Board of Supervisors is not in session and Inyo County is threatened or likely to be threatened by the conditions of disaster or of extreme peril to the safety of persons and property that are or are likely to be beyond the control of the services, personnel, equipment and facilities of this County; and

WHEREAS, the Inyo County Board of Supervisors is not currently in session and cannot immediately be called into session; and

WHEREAS, the Inyo County Board of Supervisors shall take action to ratify this Proclamation within seven days thereafter or the Proclamation shall have no further force or

effect.

NOW, THEREFORE, BE IT RESOLVED AND PROCLAIMED by the Director of Emergency Services for the County of Inyo that, for the reasons set forth herein, a local emergency now exists throughout Inyo County; and,

BE IT FURTHER RESOLVED, PROCLAIMED AND ORDERED that during the existence of this local emergency the powers, functions, and duties of the emergency organization of this County shall be those prescribed by State law, by ordinances, and resolutions, and that this emergency shall be deemed to continue to exist until either the Governor of the State of California, or the Board of Supervisors of the County of Inyo, State of California, proclaims its termination, or if the Board of Supervisors of the County of Inyo does not ratify this proclamation within seven days of its issuance. Further, it is directed that this emergency proclamation be forwarded to the Director of the Governor's Office of Emergency Services and the Governor of the State of California, with a request for additional resources, services, personnel, and equipment.

APPROVED AND ADOPTED on this 21st day of August, 2023, by the Inyo County Director of Emergency Services.

Nate Greenberg,

County Administrative Officer Director of Emergency Services County of Inyo, State of California



News

For the City of LA's COVID-19 response, visit corona-virus.la (https://corona-virus.la/)
Inyo About http://www.ladwp.com/covid19response)
Damage Being Assessed,
Flooding Continues

f Share x Share in Share

(August 22, 2023) Bishop, CA – Inyo County, the Los Angeles Department of Water and Power, and allied agencies continue to take stock of the widespread damage caused by the remnants of Tropical Storm Hilary moving through the region Sunday and Monday.

Inyo County Administrator Nate Greenberg declared a local emergency on Monday, while agencies' personnel continue to work countywide to actively survey and evaluate the damage and respond to emerging threats from ongoing flooding.

High waters from Lone Pine Creek flooded Whitney Portal Road earlier in the day today and necessitated an Evacuation Order from the Inyo County Sheriff's Office for the area on the north side of Whitney Portal Road, west of Horseshoe Meadows Road. Inyo

County Health & Human Services opened an Evacuation Center at its Lone Pine offices, 310 N. Jackson St. Six structures – all unoccupied – were threatened. Lubken Canyon Road is being used as a detour for Whitney Portal, which was heavily damaged on top of impacts received during the spring and summer runoff.

An earlier Evacuation Order was issued when Oak Creek outside of Independence also overran its banks, flooding U.S. 395. The highway has been reduced to a single lane while maintenance crews work to clear the path.

Both orders remain in effect. An Evacuation Order is a lawful order to leave now, issued due to the immediate threat to life. The area under order is lawfully closed to public access. By contrast, an Evacuation Warning is issued in response to potential threat to life/property and gives advance warning to those who may need extra time to prepare for evacuation.

Local waters – already swollen with unprecedented amounts of runoff – were inundated Sunday and Monday by record amounts of rainfall over a period of less than 12 hours, resulting in extreme flooding and mud flow into creeks, canals, and the Los Angeles Aqueduct (LAA). The high flows in creeks destroyed or damaged most of LADWP diversion and flow measurement structures between the towns of Big Pine and Olancha. Five state highways and more than two dozen county roads sustained significant damage in the storm and remain closed, including State Route 190 in Death Valley National Park. The park itself remains closed.

Damage to S.R. 190 is extensive. State Route 136 is also closed in both directions as a result of water crossing the highway. Motorists are urged not to attempt driving on these roads. Residents in the communities of Keeler, Darwin, and Panamint Valley who need assistance – or any individuals impacted by flooding – may call the non-emergency 2-1-1 phone line.

Caltrans maintenance crews are actively working to reopen the highways in both Inyo and Kern counties. Updates on all Caltrans' road closures are being posted to its social media platforms. County Road crews are likewise busy assessing damage and working

to reopen various routes. Updates can be found on the Inyo County Sheriff's Office's Facebook and Instagram pages.

LADWP is utilizing all of its resources, including the request from Los Angeles to support

its Operations in Inyo County to help excavate and bail out sand and sediment buildup in the LAA and surrounding waterways. The main work area is the Lone Pine sand trap, where crews are attempting to keep up with sand and debris flow and retain LAA operation. Added resources and equipment have been mobilized. The biggest issue crews are facing is that the creek and sediment are currently too high, making it hard to catch up with sand/debris flow.

Jurisdictions to the north of Inyo County appear to have fared better. "The Town of Mammoth Lakes and Police Department experienced heavy rainfall from Tropical Storm Hilary but fortunately, had no major incidents," a Town spokesperson said. "On Sunday afternoon, a large boulder slid down on to John Muir Road. Crews were able to move it before it caused any traffic collisions. Several visitors were delayed in their closures and to stay away from the river and creeks. Banks have been overrun with water and there is a large departure or took alternate routes due to the closure of Highway 395 on Monday. The Town extends our wishes to our neighboring counties who experienced far more disruption."

The story was similar for the County of Mono. "While the county was fully prepared, the impacts of Tropical Storm Hilary were minimal in Mono County. We have received no reports of flooding or damage to local roads or highways. We are grateful for the prepositioning of resources and equipment throughout the county from the Mono County Fire Districts, and appreciate the MWTC Fire Department for having their swift water rescue team available," a spokesperson said.

LADWP, the Sheriff's Office, and Inyo County Office of Emergency Services urge the public to obey all road closures and to stay away from the Owens and River and local creeks. Banks have been overrun with water and there is a large amount of mud and debris in many areas.

RESOURCES

Sandbags are still available at Inyo County fire stations <u>(Sandbag Locations – March 9 2023.pdf (https://www.dropbox.com/s/61jwwpdxghk2tj7/Sandbag%20Locations%20- %20March%209%202023.pdf?dl=0)</u>

(dropbox.com)).

Road closure updates as well as links to key resources can be found at the Office of Emergency Service's website, <u>ready.inyocounty.us</u> (<u>https://ready.inyocounty.us</u>).

Contact Us

To email Customer Service:

www.ladwp.com/CustomerService (https://www.ladwp.com/CustomerService)

To report a power outage or water main break:

Call 1-800-DIAL-DWP (1-800-342-5397)

You may also go to www.ladwp.com/outages (https://www.ladwp.com/outages) to report a power outage.

Media Resources

Submit a Media Inquiry

(https://www.ladwpnews.com/media-inquiries/)

Photo Gallery (https://www.ladwpnews.com/photo-

gallery/)

Video (https://www.ladwpnews.com/video/)

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THURSDAY

We are the champions see page 2

Generous gift left unused see page 6

PO BOX TWILA INDEPENDENCE, CA INYO COUNTY ROAD DEPT. 93526-0616

******CAR-RT

TOT**B 005

nyo Wakes up to closed roads, evacuations TUESDAY, AUGUST 22, 2023 | INYOREGISTER.COM | SERVING THE EASTERN SIERRA AND BEYOND SINCE 1870 | 75¢

and fast Hilary hit hard

By Jon Klusmire Register Correspondent

A nervous Inyo County woke up Monday morning wondering what sort of damage the rainy remnants of tropical storm Hilary had delivered from Death Valley to Bishop.

As morning arrived, it became clear the storm had accomplished what the conduction of the storm had accomplished what the conduction of the storm had accomplished what the storm had accomplished where the storm had accomplished what the storm had acco

record-setting waves of
Sierra snowmelt did not
do: deliver enough rainfall
to swell several local
creeks to the point evacuation warnings were issued
for three communities: the
west side of the Lone Pine
Paiute Shoshone
Reservation; 7 Pines on
Independence Creek; and
the Mt. Whitney Fish
Hatchery/Oak Creek.
Those evacuation
orders remained in effect
Monday morning.
The day also brought
the news that flash floods
and flooding had closed
US 395 from Pearsonville
to Bishop and had also
closed State Route 190 in
Death Valley. The road closures effectively cut off
the southern routes into
Inyo County and forced
locals to contend with a
dicey commute, at best. A
number of other county
roads were also closed

Although the rain had stopped Monday, U.S. 395 remained closed with water still flowing across the highway in several locations. Numerous drivers and Caltrans posted photos and warnings of the floodwaters coming off the alluvial fan and onto U.S. 395.

The junction of U.S. 395 and SR 190 in Olancha once again featured significant flood flows across both highways. At 10 a.m., floodwater was running onto the

ter was running onto the highway just north of the Fort Independence reservation. Several creeks in the Manzanar area were also out of their banks and sending water onto U.S. 395. Lone Pine Creek was still flowing out of its banks and onto U.S. 395. There was no estimate from Caltrans about when U.S. 395 would reopen. Crews had been working the flood areas overnight and into the morning. In addition to the closure of the area's two main highways, Inyo County also reported the following roads had been closed due to flooding: Brockman Lane, Tuttle Creek Road, Horseshoe Meadows, Panamint Valley Road and Trona Wildrose Road and Trona Wildrose Road and Trone the roads would reopen.

cy officials started to plan for the worst and hope for the best after rainstorms and a slew of flood watch-

es and warnings started sweeping over the county starting on Saturday. Rain started Saturday night and continued at a steady pace all day Sunday and into the early hours of Monday. By Monday morning, the storm, which had been downgraded to a tropical depression, had mostly left the Eastern Sierra.

After 24 hours of rain, local streams from Bishop to Lone Pine doubled or tripled in volume by Sunday and Monday as the water running off the Sierra made its way downhill to the valley floor.

Forecasters nailed their predictions for Death Valley. The NWS warned the area could receive a year's worth of rain during the multi-day storms spawned by Hilary.

The rain started falling in the national park in earnest on Sunday, and by morning floodwater and debris was flowing over some roads in the park. By about noon, Furnace Creek had received a bit more than 1 inch of rain. The area was expected to get another 1-2 inches of rain overnight on Sunday. A year's worth is 2.2 inches, according to Abby Wines, DVNP spokesperson. On Monday morning, unoffi-



An Inyo County Sheriff's deputy enforcing road closures was a familiar sight throughout the county during the rainstorms and flooding caused by the remnants of tropical storm Hilary. This deputy is parked at the flooded intersection of State Routes 127 and 190 in Death Valley Junction.

Photo courtesy Death Valley National Park



Death Valley National Park saw significant flooding and damage to numerous roads and highways in the park. Both State Routes 190 and 127 were closed on Sunday and remain off-limits to travelers. This ranger is monitoring flooding near Zabriskie Point on Sunday.

FLOOD

continued from front page
cial reports pegged rainfall
at close to 2 inches.
Wines called the storm
and the amount of rain
that fell "unprecedented."
By mid-morning,
Sunday steady rains closed
the park and flash floods
prompted the closure of
both SR 190 and SR 127
into and through Death
Valley National Park,
meaning the park and the
small community of Darwin were essentially buttoned up for the duration of the storm. And of course, the phone lines were down and the power went out.

ing to locate stranded park visitors, a number of whom got flat tires while driving through moving rocks, she said. Which meant Wines, and all other first responders dealing with potential flooding, had to once again remind people that a flash flood can consist of rocks and mud coming across a road which can easily move or swamp a vehicle.

"Turn around, don't drown," was the oft-repeated warning to travelers in Death Valley and Inyo County. Park rangers were work-to locate stranded park

One large consideration that contributed to the predictions for flash floods and flooding was the rainfall hitting the sprawling Sierra high country and then funneling downhill in canyons feeding local streams and creeks. Plus, what snow was leftover from the record-setting winter could quickly melt due to the rain and also contribute to stream flows, noted the NWS.

ond (cfs) by Sunday night, to hit about 350 cfs, and was at about 400 cfs on Monday. Big Pine Creek was flowing at about 143 cfs on Saturday and Jumped to 195 cfs Sunday night, then went up to 470 cfs Sunday night before dropping to 358 in the morning.

Independence Creek also spiked, going from 31 csf on Saturday to 150 cfs on Monday. Lone Pine Creek surged significantly, going from 44 cfs on Saturday to 234 cfs on Sunday night and Monday morning.

All those totals, except for Bishop Creek, were higher than the peak snow-melt runoff recorded early

Previous rain-driven
flash floods and high runoff worked in favor of
keeping some of those
streams in their banks.
Inyo County has been dealing with high water levels
since March, when a big
rainstorm prompted a
number of flash floods in
the county, closing U.S.
395 in many of the same
locations as this go-round.
Then the record runoff
from the los Angeles
started melting, Crews
from the Los Angeles
Department of Water and
Power worked for months
to clear creek channels and
culverts and then divert
streams into miles of irrigation ditches and canals
and "spreading grounds."
That meant usually
shallow creek and stream
channels got deeper and
wider after carrying record
snownelt downstream for
months this spring.
Inyo County residents
had plenty of notice to

Bishop Creek jumped by 50 cubic feet per sec-

maintained a steady
stream of alerts about
flooding and rainfall on
social media and reminded
residents that sandbags
were available at local fire
stations. The office joined
the chorus warning everyone to avoid travel in the
stormy weather. County
road department crews
were on stand-by and
staged at potential trouble
spots on county roads. The
Sheriff's Office also provided updates on road and
weather conditions on
social media.

tropical storm landing in Southern California hitting in 1938. Hilary the hurricane churned in the Pacific Ocean for days before reaching a Category 4 level. The hurricane landed in Baja, Mexico, then moved north as a tropical storm into San Diego and Los Angeles on Sunday morning. The NWS warned of "devastating flooding" in SoCal from the storm and intense rainstorms.

Throughout Sunday, dozens of mudslides, flash floods and debris flows were reported throughout Southern California. The flooding reached from the Cochella Valley and Palm Springs through Los Angeles and San Bernadino counties and north the Palmdale and Lancaster.

Rattling nerves further in SoCal was a 5.1 magnitude earthquake that josted Ojai on Sunday afternoon. The storm was historic, with the last hurricane/

storm, with predictions starting last Thursday that Hilary would be making a rare appearance in California. The Inyo County Office mergency services

Floodwater ate away at Tuttle Creek Road, forcing its closure. Inyo County also closed the following roads due to storm damage: North & South Oak Creek, Cerro Gordo, Brockman Lane, Panamint Valley, Tecopa Hot Springs from Hwy. 127 to Elias Rd., Old Spanish Trail from Hwy. 127 to Tecopa Hot Springs, Furnace Creek Rd. from Tecopa Hot Springs to Old Spanish Trail, China Ranch, State Line Rd., Trona Wildrose and Horseshoe Meadows.



Independence Creek was running out of its channel on Monday morning and flowing into the sagebrush west of the creek bed.

Photo courtesy Tamara Cohn

B L C S1 S2 TUESDAY 22 AUGUST, 2023 5 PM MOVIES SPORTS NEWS/TALK KIDS 5:30 ALMENEWS (N) CBS News (N) Inside Ed. (N) Ent. Tonight (N) FBI: International FBI Imminent Threat -- Part Two* NBC4 News (N) NBC4 News (N) Hollywood (N) America's Got Talent 'Qualifiers 1* (N) B-Bi 10 PM 10:30



Car show at the Bishop Senior Center see page 2

'Jealousy within the home' See page 8

INYO COUNTY ROAD I

THURSDAY, AUGUST 24, 2023 | INYOREGISTER.COM | SERVING THE EASTERN SIERRA AND BEYOND SINCE 1870 | 75¢



ligh waters from Lone Pine Creek flooded Whitney Portal area on the north side of Whitney Portal Road, west of the Road earlier in the day Tuesday and necessitated an evacu-Horseshoe Meadows Road.

Photos courtesy of Inyo County

damage from flood impact County continues assessing

administrator declared local emergency County chief

Inyo County, the Los Angeles Department of Water and Power, and allied agencies continue to take stock of the widespread damage caused by the represents of Transical spread damage caused by the remnants of Tropical Storm Hilary that moved through the region earlier this week, county officials reported Tuesday.

Inyo County
Administrator Nate
Greenberg declared a local
emergency on Monday,
while agencies' personnel
continue to work countywide to actively survey
and evaluate the damage
and respond to emerging
threats from ongoing

High waters from Lone Pine Creek flooded Whitney Portal Road earli-

flood recovery continues efforts ADWP

Aqueduct debris flow in Crews dea with sand,

LADWP reported
Tuesday that the agency's
crews are actively assessing and inspecting road
and waterway damage
with recovery efforts

underway.

LADWP "is utilizing all of its resources, including the request for Los Angeles to support our operations in Inyo County to help excavate and bail out sand and sediment buildup in the Los Angeles Aqueduct (LAA) and surrounding waterways."

The main work area is the Lone Pine sand trap, where crews are attempting to keep up with sand and debris flow and retain LAA operation. Added resources and equipment have been mobilized. The biggest issue crews are facing is that the creek and sediment are currently too high, making it hard to catch up with sand/debris flow.

LADWP urges the pub-

river and creeks. Banks have been overrun with water and there is a large amount of mud and debris in many areas. stay away from the and creeks. Banks

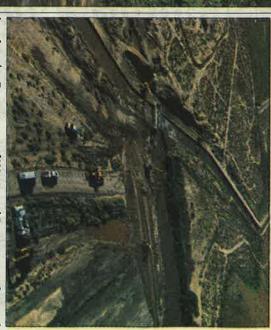
People can protect themselves by staying away from waterways. Also, follow these other safety tips, from Inyo

Stay informed: Listen to radio and television, including NOAA Weather Radio if possible, and check trusted internet and social media sources.

Get to higher ground: If you live in a flood-prone area or are camping in a low-lying area, get to higher ground immediately.

Obey evacuation orders: If told to evacuate, do so immediately. Lock your home when you leave and if you have time, disconnect utilities and appliances.

Practice electrical safety: Don't go into a basement, or any room, if water covers the electrical outlets or if cords are submerged. If you see sparks or hear buzzing, crackling, snapping, or popping noises - get out! Stay out of water that may have electricity in it.



Los Angeles Department of Water and Power crews focused much of their attention this week on the Los Angeles Aqueduct's sand trap near Lone Pine.

Photo courtesy of Los Angeles Department of Water and Power

Caltrans works

Appendix C Selection from Relevant Inyo County Planning Documents

Public Safety

9.1 Introduction

Multi-Jurisdictional Hazard Mitigation Plan

9.8 Multi-Jurisdictional Hazard Mitigation Plan

The County recognizes the importance of effective hazard mitigation planning as an important component in reducing the impacts of disasters on its communities and the health, safety and welfare of its citizens.

<u>GOAL MHMP 9.8.1</u> – Reduce the potential impacts from possible disasters in the County by implementing the Multi-Jurisdictional Hazard Mitigation Plan.

<u>Implementation Measure 1.0</u> - The Inyo County/ City of Bishop Multi-jurisdictional Local Hazard Mitigation Plan (MHMP) shall serve as the implementation program for the coordination of hazard planning and disaster response efforts within the County and is hereby incorporated by reference to the Public Safety Element.



Inyo County | City of Bishop





MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

Final Draft (FEMA Approved) | December 2017

"This document was prepared under a grant from a Pre-Disaster Mitigation Grant funded by FEMA. Points of view or opinions expressed in this document are those of the authors and do not necessarily represent the official position or policies of FEMA's Grant Programs Directorate".



Inyo County Regional Transportation Plan 2023-2043



Prepared for the

Inyo County Local Transportation
Commission





Policy 6.13—Support the revitalization of downtown Bishop in accordance with the *Downtown Bishop Specific Plan and Mixed-Use Overlay*.

Objective 6D: Reduce the negative impacts of heavy truck traffic within communities.

- Policy 6.14—Implement traffic calming measures along US 395 within community centers.
- *Policy 6.15*—Encourage overnight truck parking outside of densely populated community centers.
- *Policy 6.14*—Explore future options to divert truck traffic around residential and commercial districts of communities.

Goal 7: Environment—Enhance environmental health and reduce negative transportation impacts.

Objective 7A: Consider all types of environmental impacts, including cumulative impacts, as part of the transportation project selection process.

- *Policy 7.1*—Work with the project implementing agency to ensure that transportation projects will meet environmental quality standards set by Federal, State, and Local Resource agencies.
- *Policy 7.2*—Coordinate with the project implementing agency to determine the impact of the project on biological resources, hydrology, geology, cultural resources, and air quality before construction.
- Policy 7.3—Mitigate any environmental impacts according to natural resource agency standards.
- **Objective 7B**: Promote transportation policies and projects that support a sustainable environment and positively contribute to meeting statewide global warming emissions targets set in the Global Warming Solutions Act of 2006 (AB 32).
- Policy 7.4—Coordinate with federal and state agencies and local air management districts on matters related to the air quality conformity process specified in the latest federal clean air requirements and legislation for transportation projects (transportation-related).
- *Policy 7.5*—Consider alternative transportation technologies, such as Zero Emission Vehicles and bike share programs.
- *Policy 7.6*—Coordinate with local and neighboring jurisdictions to identify mutually beneficial programs, projects, or partnership opportunities aimed at reducing or offsetting regionally produced GHG emissions.
- *Policy 7.7*—Develop a Zero Emission Vehicle Readiness Plan for the Inyo County region in cooperation with Caltrans and neighboring jurisdictions.
- **Objective 7C:** Reduce the demand for travel by single-occupant vehicles through transportation demand management and transportation system management techniques.
- *Policy 7.8*—Increase the mode share for public transit and non-motorized travel through operational improvements and construction of bicycle, pedestrian, and park-and-ride facilities.



- Policy 7.9—Support public awareness of ESTA to increase the mode share for public transit.
- *Policy 7.10*—Encourage compact and infill development in accordance with the *Inyo County Housing Element* to minimize the construction of new roads and encourage walkable communities.
- *Policy 7.11*—Encourage local land use planning and community design that minimizes dependence on long-distance, single-occupant vehicle commute trips and encourages active transportation.
- **Objective 7D:** Improve the resiliency of transportation infrastructure to severe weather events.
- *Policy 7.12*—Pursue funding for improvement projects that enhance the climate resiliency of the transportation system.
- *Policy 7.13*—Utilize existing and future plans, including Community Wildfire Protection Plans and climate adaptation plans, to identify high-priority transportation improvement projects.
- *Policy 7.14*—Mitigate impacts of severe weather events by maintaining the condition of transportation infrastructure and facilitating necessary maintenance, repair, and replacement.

Goal 8: Economic Vitality—Promote economic stability and investment.

Objective 8A: Develop a transportation system that is financially constrained.

- *Policy 8.1*—Ensure that the allocation of transportation funding dollars maximizes the "highest and best use" for interregional and local projects.
- *Policy 8.2*—Give priority to transportation projects designed to improve the efficiency, safety, and quality of existing facilities.
- Policy 8.3—Consider long-term maintenance costs for any new transportation infrastructure.
- **Objective 8B:** Consider transportation during the review of projects to ensure that transportation needs are addressed during the planning phase of development.
- Policy 8.4—Ensure proper access is planned to residential, commercial, and industrial areas.
- Policy 8.5—Evaluate public transit access and availability for all residential and commercial projects.
- *Policy 8.6*—If transportation improvements are required as part of a new development, require the developer to share the cost of the improvements.
- *Policy 8.7*—Require development proposals to provide adequate parking allocations for the intended uses.
- **Objective 8C:** Provide for the parking needs of residents and visitors.
- *Policy 8.8*—Provide adequate and convenient parking in the commercial core of Inyo County communities.
- Policy 8.9—Plan and develop easily accessed park-and-ride facilities and rest areas along major roadways.

Appendix D

Letters of Support



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

NATE GREENBERG COUNTY ADMINISTRATIVE OFFICER

ASST. CLERK OF THE BOARD

DARCY ELLIS

January 7, 2025

Michael Errante **Executive Director** Inyo County Local Transportation Commission P.O. Drawer Q Independence, CA 93526

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of the County of Inyo, we are pleased to express our strong support for the Inyo County Local Transportation Commission's (ICLTC) application for the Caltrans Sustainable Transportation Planning Climate Adaptation Grant. This funding will enable the development of a comprehensive plan to identify and enhance evacuation routes for Inyo County communities that are increasingly vulnerable to extreme weather events.

Over the past several years, Inyo County has experienced severe weather events that have had catastrophic impacts on critical transportation infrastructure, posing significant risks to the safety of our rural communities. A well-planned evacuation resilience strategy is essential to ensuring public safety and protecting the County's economic well-being in the face of growing climate-related challenges. Proactively prioritizing improvements to key infrastructure, such as roads, bridges, and culverts, will strengthen community resilience by safeguarding vital egress and ingress routes.

The Inyo County Board of Supervisors fully supports the ICLTC's efforts to secure this critical funding. By systematically identifying and addressing transportation vulnerabilities, this initiative will significantly enhance the safety, mobility, and resilience of Inyo County communities.

Thank you for considering this important application. We urge Caltrans to award funding for this initiative, which will allow Inyo County to plan for and invest in a safer, more sustainable future for our residents.

Sincerely, otte Marcellins

Scott Marcellin, Chairperson Inyo County Board of Supervisors



760.876.4626 · 130 N. JACKSON ST. / P.O. BOX 1007 LONE PINE, CA 93545 · WWW.LONEPINEFIRE.ORG

Michael Errante
Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

1/16/2025

Re: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of Lone Pine Fire Protection District, I would like to express my strong support for Inyo County's application for the Caltrans Sustainable Transportation Planning Climate Adaptation Grant. This grant would enable the development of a critical plan to identify and improve evacuation routes for Inyo County communities increasingly impacted by severe weather events and natural disasters.

As an active fire captain and public information officer with the Lone Pine Fire Protection District, I have witnessed firsthand the growing challenges our community faces due to extreme weather events, including flooding, wildfires, and erosion, which have had devastating impacts on our transportation infrastructure. These issues not only threaten public safety but also hinder emergency response efforts during times of crisis.

The proposed evacuation route resilience plan would provide Inyo County with the necessary framework to systematically address vulnerabilities in our roads, bridges, and culverts, ensuring that evacuation routes remain safe, reliable, and resilient in the face of climate change. This plan would significantly enhance our ability to protect residents and coordinate emergency response efforts efficiently and effectively.

As a member of this community and a representative of the Lone Pine Fire Protection District, I strongly support Inyo County's efforts to secure this vital funding. By prioritizing infrastructure improvements, we can better safeguard our residents and ensure the long-term safety and sustainability of our region.

Sincerely,

Ash Seiter Captain / PIO

Lone Pine Fire Protection District



Planning Department 168 North Edwards Street Post Office Drawer L Independence, California 93526

Phone: (760) 878-0263

FAX: (760) 872-2712

E-Mail: inyoplanning@inyocounty.us

Michael Errante Executive Director Inyo County Local Transportation Commission PO Drawer Q Independence, CA 93526

December 30, 2024

Re: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of the Inyo County Planning Department, I am writing this letter to express my support for the Inyo County Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts.

In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

Inyo County has recently updated its Housing Element of the General Plan which requires an update to our Safety Element per Senate Bill 99 and Assembly Bill 1409. This grant will fulfill the requirements needed not only to provide an update to our Safety Element but to provide evacuation routes for our communities throughout the County that are much needed for public safety.

As a member of the community and a part of our County's Planning staff, I strongly support Inyo County's effort to secure grant funding to systematically prioritize future improvements to roads, bridges and culverts that will make them more resilient to climate change.

Sincerely,

Cathreen Richards

Director of Inyo County Planning



Eastern Sierra Transit Authority

565 Airport Road P.O. Box 1357 Bishop, CA 93514 760.872.1901

Michael Errante Executive Director Inyo County Local Transportation Commission PO Drawer Q Independence, CA 93526

January 10, 2025

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

The Eastern Sierra Transit Authority would like to express their support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts. In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

As a member of the community and a part of the emergency response team, I strongly support the ICLTC's effort to secure grant funding to systematically prioritize future improvements to roads, bridges and culverts that will make them more resilient to climate change.

Sincerely

Phil Moores

Executive Director



INDEPENDENCE VOLUNTEER FIRE DEPARTMENT

200 South Jackson | P.O. Drawer B Independence, CA 93526 Non-Emergency: 760-878-2113 Emergency: 9-1-1

Michael Errante
Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

December 12, 2024

Re: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of the Independence Fire Protection District, I would like to express my support for the Inyo County Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts.

In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

As a member of the community and a part of the Independence Volunteer Fire Department, I strongly support Inyo County's effort to secure grant funding to systematically prioritize future improvements to roads, bridges and culverts that will make them more resilient to climate change.

Sincerely,

Joe Cappello Fire Chief

Independence Volunteer Fire Department

Cell: 760-920-1108 P.O. Drawer B 200 S. Jackson St.

Jac Camel

Independence, CA 93526



Southern Inyo Fire Protection District

Mail: PO Box 51, Tecopa, CA 92389

Physical: 410 Tecopa Hot Springs Rd, Tecopa, CA 92389

admin@sifpd.org • Phone & Fax: (760) 852-4130 • www.sifpd.org

To: Michael Errante

January 16, 2025

Executive Director
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526

Re: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of the Southern Inyo Fire Protection District I would like to express my support for the Inyo County Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts.

In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

As a member of the community and a part of SIFPD, I strongly support Inyo County's effort to secure grant funding to systematically prioritize future improvements to roads, bridges and culverts that will make them more resilient to climate change.

Respectfully and appreciatively,

Robin K Flinchum Board Chairperson

Southern Inyo Fire Protection District

Working together to keep the heart of the Mojave safe!

FFICE OF THE SHERIFF COUNTY OF INYO

Michael Errante **Executive Director** Inyo County Local Transportation Commission PO Drawer Q Independence, CA 93526

December 16, 2024

Re: Letter of Support for the Inyo County Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

On behalf of the Sheriff's Office, I would like to express my support for the Inyo County Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts.

In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

As a member of the community and a part of the Sheriff's Office, I strongly support Inyo County's effort to secure grant funding to systematically prioritize future improvements to roads, bridges and culverts that will make them more resilient to climate change.

Sincerely,

Stephanie J. Rennie

Inyo County Sheriff

Lone Pine Paiute-Shoshone Reservation

P.O. Box 747 • 975 Teya Road Lone Pine, CA 93545 (760) 876-1034 Fax (760) 876-4500 Web Site: www.lppsr.org

January 21, 2025

Michael Errante Executive Director Inyo County Local Transportation Commission PO Drawer Q Independence, CA 93526

Re: Letter of Support for the Inyo County Local Transportation Commission Application for the Caltrans Sustainable Transportation Planning Grant

Dear Mr. Errante,

The Lone Pine Paiute-Shoshone Reservation (LPPSR) would like to express their support for the Inyo County Local Transportation Commission's (ICLTC) Sustainable Transportation Planning Climate Adaptation Grant application to develop a plan to identify and improve evacuation routes for Inyo County communities that are increasingly being affected by weather-related impacts.

In the past several years, Inyo County has experienced extreme weather events that have had catastrophic impacts on transportation infrastructure and put tribal & rural communities at risk. An evacuation route resilience plan is critical to helping the County increase safety for residents in the most cost-effective and efficient manner possible.

LPPSR supports the ICLTC's effort to secure grant funding to systematically prioritize future improvements to roads/access, bridges and culverts that will make them more resilient to the vast complex conjunction of the climate crisis.

Sincerely,

Thomas Swab Jr., Tribal Chairman Lone Pine Paiute-Shoshone Reservation

2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Draft 2026 STIP Fund Estimate & Guidelines Workshop

July 22, 2025 | 10:00 am - 12:00 pm





REVISED DRAFT 2026 STIP FUND ESTIMATE

DRAFT 2026 STIP FUND ESTIMATE

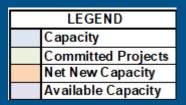
Table 1 - Reconciliation to County and Interregional Shares (\$ in millions)

_			5-Year	6-Year				
Public Trans portation Account (PTA)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
Total 2026 STIP FE PTA Capacity	\$60	\$ 60	\$80	\$60	\$ 50	\$50	\$300	\$360
2024 STIP Program ¹	\$47	\$4 3	\$89	\$412	\$ 0	\$0	\$544	\$590
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
Net PTA STIP Program	\$97	\$72	\$89	\$412	\$0	\$0	\$573	\$670
PTA Capacity for County Shares	(\$37)	(\$12)	(\$9)	(\$352)	\$50	\$50	(\$273)	(\$310)
Cumulative	(\$37)	(\$49)	(\$58)	(\$410)	(\$360)	(\$310)		

		State Highway Account								
State Highway Account (SHA)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total		
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935		
Total 2026 STIP FE SHA Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935		
2024 STIP Program ¹	\$527	\$427	\$491	\$105	\$0	\$ 0	\$1,023	\$1,550		
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188		
Advances	(\$40)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$65)		
Net SHA STIP Program	\$621	\$456	\$491	\$105	\$ 0	\$ 0	\$1,052	\$1,673		
SHA Capacity for County Shares	(\$96)	\$44	\$ 9	\$395	\$460	\$450	\$1,358	\$1,262		
Cumulative	(\$96)	(\$52)	(\$44)	\$352	\$812	\$1,262				
		400		4.0	45.0	4500	*****	40.50		
Total Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952		

Notes:

General note: Numbers may not add due to rounding.



^{1 2024} STIP as of June 30, 2025 (draft 2025 Orange Book)

ADOPTED 2024 STIP FUND ESTIMATE

2024 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

(\$ in millions)

	Public Transportation Account											
Public Transportation Account (PTA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total				
2024 FE PTA Target Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435				
Total 2024 STIP FE PTA Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435				
2022 STIP Program ¹	\$229	\$99	\$62	\$22	\$0	\$0	\$183	\$412				
Extensions	\$50	\$59	\$0	\$0	\$0	\$0	\$59	\$109				
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)				
Net PTA STIP Program	\$278	\$157	\$62	\$22	\$ 0	\$0	\$242	\$520				
PTA Capacity for County Shares	(\$158)	(\$52)	(\$2)	\$38	\$50	\$40	\$73	(\$85)				
Cumulative	(\$158)	(\$211)	(\$213)	(\$175)	(\$125)	(\$85)	-	-				

		Sta	ate Highway	Account			5-Year	6-Year
State Highway Account (SHA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE SHA Target Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
Total 2024 STIP FE SHA Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
2022 STIP Program 1	\$215	\$363	\$292	\$243	\$0	\$0	\$898	\$1,113
Extensions	\$151	\$12	\$0	\$0	\$0	\$0	\$12	\$163
Advances	(\$5)	\$0	(\$4)	\$0	\$0	\$0	(\$4)	(\$9)
Net SHA STIP Program	\$360	\$375	\$288	\$243	\$ 0	\$0	\$906	\$1,266
SHA Capacity for County Shares	\$115	\$150	\$237	\$257	\$500	\$500	\$1,644	\$1,759
Cumulative	\$115	\$264	\$502	\$759	\$1,259	\$1,759	-	-
Total Capacity	(\$AA)	\$97	\$235	\$295	\$550	\$540	\$1,718	\$1,674
Total Capacity	(\$44)	201	\$230	\$290	\$000	\$ 340	\$1,710	\$1,074

Notes:

Numbers may not add due to rounding.

¹Draft 2023 Orange Book as of July 17, 2023



REVISED DRAFT SUMMARY OF TARGETS AND SHARES

Table 2 - Summary of Targets and Shares (\$ in thousands)

2026 STIP P	rogramming
	Maximum
	Estimated Share
	through 2031-32
u o ag 2000 0 1	anough 2001 02
11,252	25,844
0	0
2,423	3,372
3,099	5,730
1,514	2,623
3,569	4,313
13,618	23,596
0	0
0	0
14,611	25,316
1,153	1,932
2,523	5,293
30,772	35,842
6,082	10,067
26,371	40,980
0	614
7,226	8,447
4,351	6,116
134,483	218,369
4,535	6,444
0	0
3,168	3,885
0	485
	8,376
3,404	4,353
4,882	7,860
19,367	24,345
0	0
2,946	4,473
,	51,467
824	4,687
0	826
32,749	56,746
50,396	64,236
	2026 STIP P Total Target Share through 2030-31 11,252 0 2,423 3,099 1,514 3,569 13,618 0 0 14,611 1,153 2,523 30,772 6,082 26,371 0 7,226 4,351 134,483 4,535 0 3,168 0 4,834 3,404 4,882 19,367 0 2,946 24,718 824 0

	New Capacity
Statewide SHA Capacity	1,261,908
Statewide PTA Capacity	(310.258)
Total STIP Capacity	951,650

Table 2 - Summary	of Targets and Shares
(\$ in th	nousands)

2026 STIP P	rogramming
Total Target	Maximum
Share	Estimated Share
through 2030-31	through 2031-32
0	0
37,351	64,719
0	0
9,887	17,132
10,370	17,969
8,573	13,885
46,627	53,851
8,981	14,998
52,730	69,604
3,817	6,613
9,201	12,243
2,574	3,099
2,944	5,080
0	0
7,030	12,156
8,876	14,234
3,857	5,071
1,943	2,601
7,817	9,367
6,972	8,095
0	6,652
4,401	5,628
113,783	122,529
2,656	5,242
16,518	17,496
781,778	1,144,902
169,872	306,748
951,650	1,451,650
	Total Target Share through 2030-31 0 37,351 0 9,887 10,370 8,573 46,627 8,981 52,730 3,817 9,201 2,574 2,944 0 7,030 8,876 3,857 1,943 7,817 6,972 0 4,401 113,783 2,656 16,518 781,778



REVISED DRAFT SUMMARY OF SHARES - PPM

DRAFT 2026 STIP FUND ESTIMATE

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations

(\$ in thousands)

	2024 STIP	2026 STIP	Total	5% PPM Limitation
		2028-29 through	2028-29 through	2028-29 through
County	FY 2028-29	2030-31	2030-31	2030-31
Alameda	14.859	19.916	34.775	1,739
	426	572	998	50
Alpine Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757			89
Contra Costa		1,016 13.618	1,773 23,779	1,189
Del Norte	10,161 693	929	1,622	1,189
El Dorado LTC	1,976	2,651	4,627	231
Fresno			4,627 25,510	1,276
Glenn	10,899 792	14,611 1.063	1.855	93
		,	,	
Humboldt	2,819	3,781	6,600	330 603
Imperial	5,147	6,919	12,066	474
Inyo	4,042	5,439	9,481	1,739
Kem	14,844	19,937	34,781	
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649

DRAFT 2026 STIP FUND ESTIMATE

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations

(\$ in thousands)

l		· · ·	•	
	2024 STIP	2026 STIP	Total	5% PPM Limitation
County	FY 2028-29	2028-29 through	2028-29 through	2028-29 through
County	F1 2020-23	2030-31	2030-31	2030-31
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
Statewide	418,175	560,405	978,580	48,929

Note: Limitation amounts include amounts already programmed.



SUMMARY OF SHARES - PPM EXAMPLE

2024 SUMMARY OF STIP COUNTY SHARES (does not include Interregional Shares - see separate listing) (\$1,000's) Total County Share, June 30, 2023 (from 2023 Report) 63.742 Adjustment for 2021-22 and 2022-23 lapses Less 2022-23 Allocations and closed projects (1,975 (2,136) Less Projects Lapsed, July 1, 2023 - June 30, 2024 2024 STIP Fund Estimate Formula Distribution 15,309 Total County Share, June 30, 2024 74,940 Monterey Project Totals by Fiscal Year, Project Totals by Component Rte PPNO Project Ext Del. Voted Total Prior 24-25 25-26 26-27 28-29 R/W Const E&P PS&E R/W Sup Con Sup Agency Highway & Local Road Improvement Projects: 201 SB 184 Aug-23 201 201 1165 Planning, programming, and monitoring Caltrans 57C Rt 156 West Corridor 1,600 1,600 1,600 57D Castroville Blvd Interchange 7,600 7,600 Caltrans 6,200 1,400 1790 Op Improvements, Josselyn Cnyn-San Benancio Rd (SB1) 35,303 5.487 23.516 6,300 6,070 5,487 23,516 Caltrans 3300 So Co Freeway Conversions, Main St-Airport Blvd 18,439 9,989 8,450 9,989 8,450 Caltrans TAMC 277 277 1165 Planning, programming, and monitoring 277 SB 184 253 TAMC 1165 Planning, programming, and monitoring 1.083 277 277 1.083 Subtotal, Highway & Local Road Improvement Projects 24,877 23,793 277 15,027 7,631 17,076 38,166

DRAFT 2026 STIP FUND ESTIMATE Table 5 - Planning, Programming, and Monitoring (PPM) Limitations (\$ in thousands)											
County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31							
Monterey	5,067	6,794	11,861	593							

- 2024 Orange Book:
 Monterey
 programmed \$253k
 to PPM in FY 28-29
- Draft 2026 STIP FE: Monterey has up to \$593k available for PPM in FY's 28-29 through 30-31
- The difference:
 \$593k-\$253k =
 \$340k in new PPM capacity for FY's
 28-29 30-31



STIP SHARE PERIODS

										2	2026 STIF					
STIP	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32
CYCLE									<u> </u>							
2012 5 yrs					Ī			-	î				i			
2014 5 yrs									Ĭ- <u></u>				i			
2016 5 yrs																
2018 5 yrs									!				[
2020 5 yrs																
2022 5 yrs																
2024 5 yrs								-								
2026 5 yrs																
2028 5 yrs									<u></u>							
2030 5 yrs									F							
		4-year sh	are period			4-year sh	are period		i	4-year sh	are period			4-year sh	are period	

LEGEND	
	Minimum
	Target
	Maximum





DRAFT 2026 STIP GUIDELINES PROPOSED CHANGES

PROPOSED GUIDELINE LANGUAGE

Policies & procedures specific to the 2026 STIP -

- Uncommitted Funding
 - The Commission will program projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, Local Partnership Program, Local Transportation Climate Adaptation Program, Active Transportation Program and federal discretionary programs. If the uncommitted fundsing areis not secured with the adoption of the next programming cycle for these programs and alternative funding is not identified within six months, a STIP amendment will be used to delete the project. It may be substituted by a project with a full funding commitment. The Commission expects the regions to inform CTC staff.
 - The Commission will also accept projects with uncommitted funds from federal discretionary programs. The agency must provide a plan to secure the funding commitment, explain the risk of not securing that commitment, and include a contingency plan to secure alternative funding should the commitment not be obtained. If a project with uncommitted federal discretionary funds is programmed, all funding commitments must be secured six months prior to the year in which the project is programmed, or the project will be deleted from the STIP. The Commission will not accept alternative fund sources that will delay the project's phase within the STIP. It is the responsibility of the Regions to keep the Commission informed when a project is unsuccessful in securing funds and other funding sources are being pursued.



Proposed Guideline Language

- Section 17 Committed Funds and Uncommitted Funds
- The Commission will not program a project or phase of a project in the STIP without a full funding commitment from STIP funds or other committed funds. The Commission considers funds committed when programmed by the Commission, or when the agency with discretionary authority over the funds has committed to the project by ordinance or resolution.
- For federal formula funds, including the Surface Transportation Block Grant Program, Highway Improvement Program, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be made through the federal Transportation Improvement Program adoption.
- For federal discretionary funds, the commitment may be made through the federal approval of a full funding grant agreement or by grant approval. The commitment may take the form of federal acceptance into Accelerated Project Delivery and Development (in the case of Small starts) with the expectation of federal approval of an Expedited Grant Agreement, or federal approval of a project to enter Engineering (in the case of New starts) with the expectation of federal approval of a Full Funding Grant Agreement as long as all funding, excluding STIP funding, is committed to the project. A project programmed before receiving federal approval for construction must receive the federal approval for construction before construction allocation and no later than the end of the first full federal fiscal year after the STIP or STIP amendment is adopted, or the project will be deleted from the STIP.
- When proposing to program only preconstruction components for a project, Caltrans or the regional agency should demonstrate how it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.
- All proposed projects shall submit complete funding plans describing each overall project and/or usable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the funding timeframe sought. Rail and transit projects must include how they intend to fund initial operating costs. Moreover, should the project schedule exceed the funding horizon, the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project fact sheets (see Section 50 of these guidelines).
- The Commission will program projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, Local Transportation Climate Adaptation Program, Active Transportation Program, and Federal Discretionary Programs. If the funding committed is not secured with the adoption of the following programming cycle, that covers the applicable programming year for these programs, and alternative funding is not identified within six months, a STIP amendment will be required to delete the projects or substitute the projects for projects that have a full funding commitment.



PROPOSED GUIDELINE LANGUAGE

Section 48 – Display of Project Descriptions and Costs

Each new or carryover project proposed for programming in the STIP shall include the following information:

- a) The name of the agency responsible for project implementation.
- b) The project title, including a brief nontechnical description of the project location and limits (community name, corridor, street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.
- c) A Caltrans-provided unique project identification number (PPNO).
- d) The route number and post-mile limits should be identified for projects on the State highway system. Global positioning system (GPS) coordinates (longitude and latitude) and cross streets should be identified for local projects not on the state highway system.
- e) The delivery schedule for each of the project's milestones.
- Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited.
- g) New and carryover projects shall include the current funding plan, including the total project cost and the source and amounts of local or other non-STIP funds, if any, committed to the project.
- h) A map showing the project location and corridor.
- i) The legislative districts where the projects are located.
- j) <u>The project's identification or page number as reflected in the RTP.</u>



2026 STIP TIMELINE

Topic	Dates
Commission hearing/adoption of STIP Guidelines	August 14-15, 2025
Commission adopts STIP Fund Estimate	August 14-15, 2025
Caltrans identifies State highway needs	September 15, 2025
Caltrans releases the draft ITIP	October 15, 2025
CTC ITIP Hearing – North	October 30, 2025
CTC ITIP Hearing – South	November 7, 2025
RTIPs and Final ITIP submitted to the CTC	December 15, 2025
STIP Hearing – North	January 28, 2026
STIP Hearing – South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
Commission adopts the 2026 STIP	March 19-20, 2026





RTIP REMINDERS



Capturing Cost Escalations on existing projects is a requirement

Sections 52 and 56

If an increase is proposed on an existing project, it cannot be to backfill other non-STIP funds previously committed to the project, which have already been, or in the future, will be redirected to non-capital activities

Section 31

Current year projects cannot be increased, decreased, or deleted

Section 75

Regional Transportation Plan (RTP) project identification or project number must be identified in the Regional Transportation Improvement Program

Section 48

The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 50



