

2025- 2026 OVERALL WORK PROGRAM FOR THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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2026-2027 OVERALL WORK PROGRAM FOR THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION

INTRODUCTION

Inyo County is in the central eastern part of the state and is bounded by the counties of Tulare and Fresno to the west along the Sierra Nevada, Mono to the north, Kern and San Bernardino to the south, and the State of Nevada to the east (Figure 1).

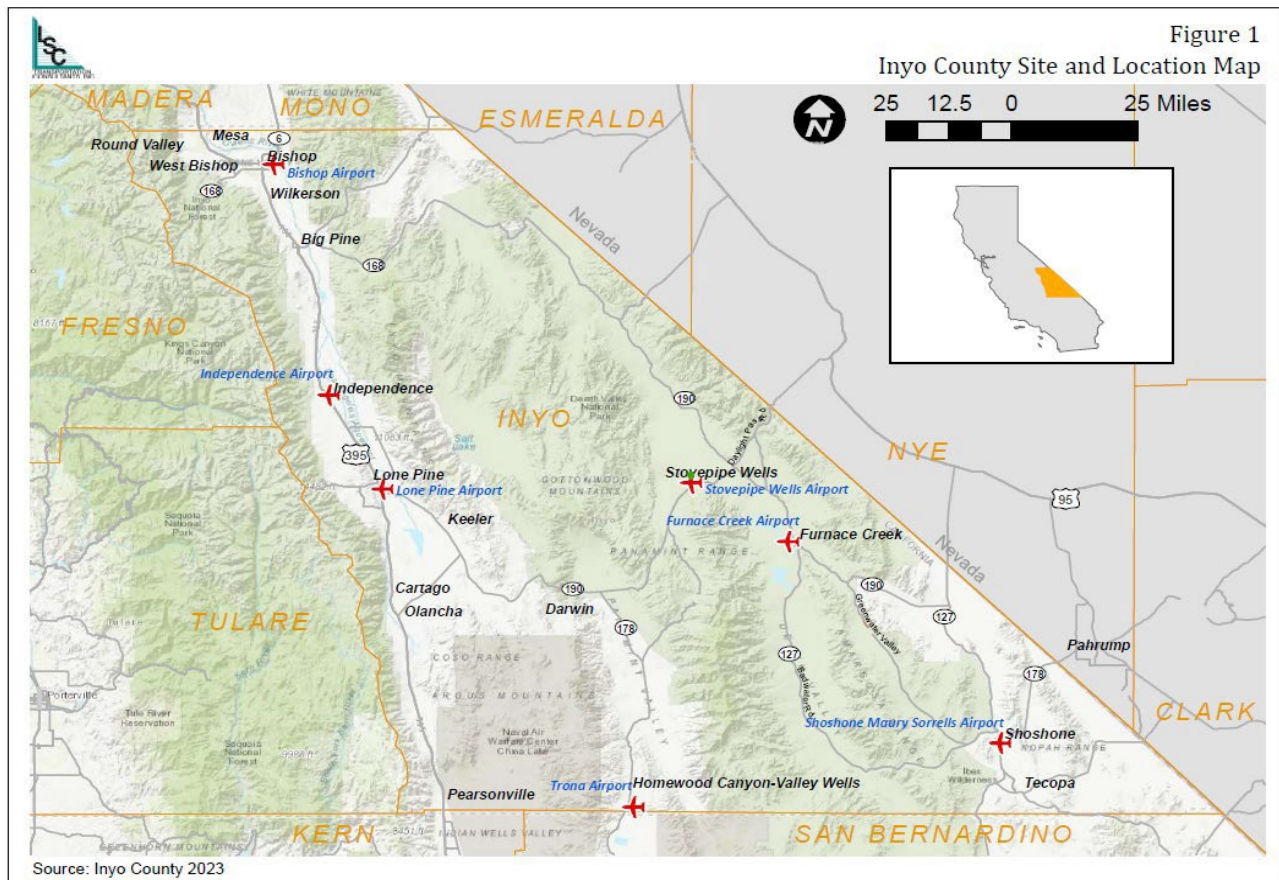
Inyo County is the second largest county in the State of California, with an area of 10,197 square miles. The 2020 Census estimate report the County's population to be 19,016, with a population density of 1.9 persons per square mile. About 98% of the land in the County is owned by public agencies. The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

Due to the expansive holdings of land by the Federal Government, the Los Angeles Department of Water and Power (LADWP) and the State of California, the future growth of Inyo County will be confined primarily to small areas of private land. Given the scattered nature of these private land holdings, it is unlikely that any major urban growth or significant development within the existing communities will occur. Inyo County and the Inyo County Local Transportation Commission (ICLTC) and coordinate with LADWP, State and Federal Land Agencies in a variety of ways, including environmental review, emergency repair authorizations, right of way agreements, leases, letters of support, traffic counts and speed studies.

Lack of affordable and available workforce housing is an ongoing concern in Inyo County. In January 2025, Inyo County initiated a partnership with Mono County, Eastern Sierra Council of Governments (ESCOG) and the City of Bishop to prepare a housing needs assessment and action plan to better understand the County's housing challenges. During 2024 and 2025, the Inyo County Planning Department has been updating its Housing Element. This update involves an extensive public outreach effort to ascertain opportunities for infill and to increase housing supply.

One possible exception to this scenario exists in the far southeasterly portion of the county where larger tracts of land are in private ownership and the area may be subject to development pressure from the suburban expansion of the City of Las Vegas. The sizable remaining amount of private land around Pahrump in Nevada coupled with a different tax structure is likely the reason these areas have not been developed. The limited availability of water may also be a factor.

FIGURE 1- INYO COUNTY SITE AND LOCATION MAP



In 2018, the Inyo County Board of Supervisors adopted three ordinances regulating cannabis activities in the unincorporated areas of Inyo County. Commercial cannabis production is permitted on rural residential zoned areas, and multiple developments are occurring in Charleston View and Stewart Valleys.

Charleston View has a Solar Energy Development Area (SEDA) General Plan Overlay that is about 16,000-acres. This SEDA allows for a maximum of 2,400-acres of photo-voltaic solar energy per development.

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

Growth in the economy of the County is occurring slowly but is expected to continue because of increased recreational activity and an increasing number of retirees selecting

Inyo County as their place of residence. A growing number of tourists, particularly from the Southern California area, are attracted to the County. Leisure time, surplus expendable income, increased mobility, and urban population pressure for land suitable for recreation results in recreational travel to more desirable areas. This development will continue to cause trade and services to increase faster than any other sector of economy activity.

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

ORGANIZATION

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

History

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

Purpose

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

1. Administration of Transportation Development Act (TDA) funds.
2. Development and implementation of Inyo County Regional Transportation Plan (RTP).
3. Preparation and implementation of the annual Overall Work Program (OWP).
4. The ICLTC is responsible for the preparation of the Regional Transportation Improvement Program (RTIP), in collaboration with the California Department of Transportation (Caltrans) and submitted for adoption by the California Transportation Commission (CTC).

5. Review and comment on the State Transportation Improvement Program (STIP).
6. Review and prioritize grant applications for various funding programs.

ICLTC Membership

The ICLTC membership consists of three representatives appointed by the Inyo County Board of Supervisors and three representatives appointed by the Bishop City Council. Terms of office shall be as designated by the Inyo County Board of Supervisors and the Bishop City Council. The designating authority, for each regular member it appoints, may designate an alternate representative to serve in place of the regular member when that part is absent or disqualified from participating in a meeting of the commission. The Caltrans District Director, or a designee of the director, serves as a non-voting ex officio member. See Figure 2 for ICLTC Organization Chart.

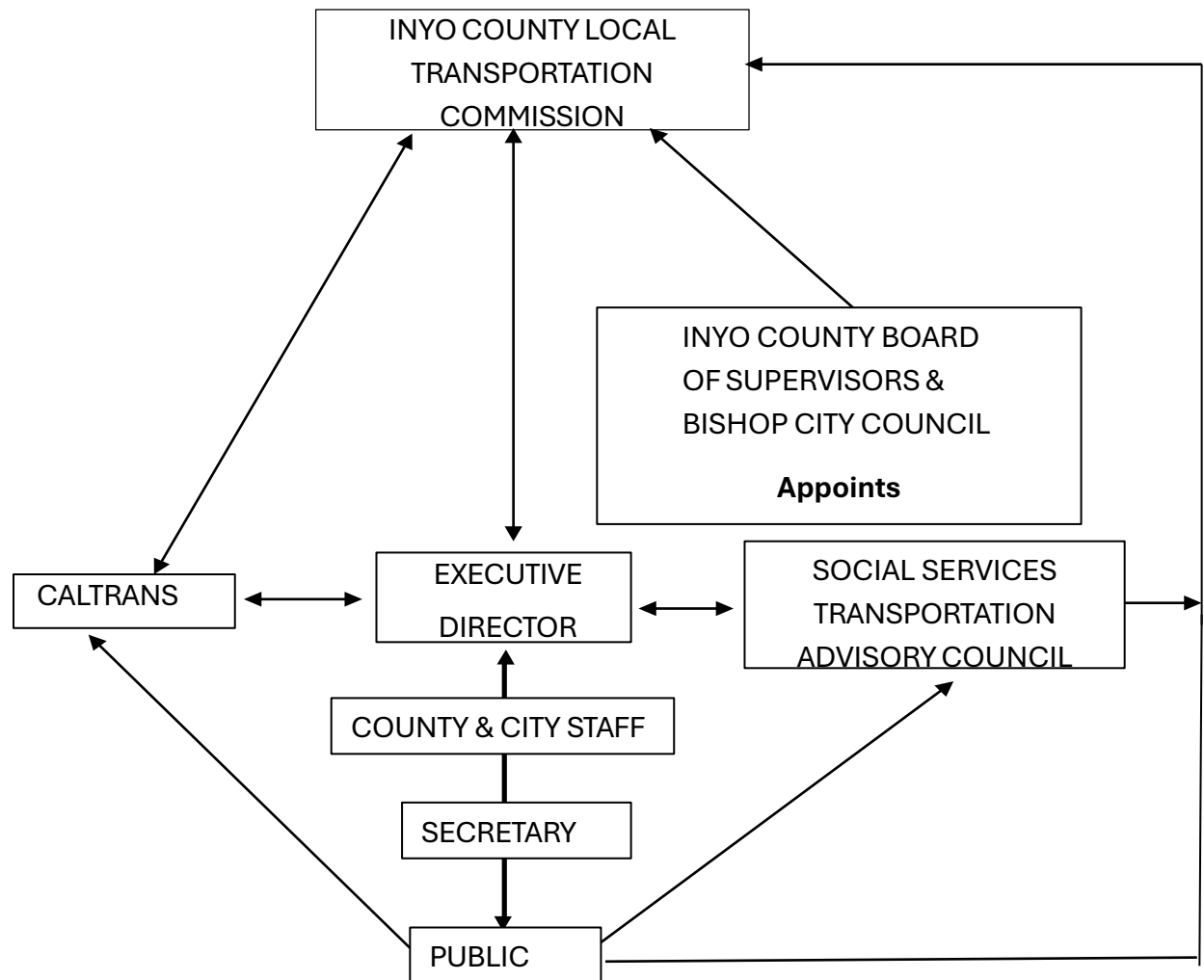
Staffing

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

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

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

Figure 2 - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART



ORGANIZATIONAL PROCEDURES AND DOCUMENTS

The following is a list of documents, organizational policies and procedures, required documents and planning studies are available at:

<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

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

ADMINISTRATIVE ADJUSTMENTS

For office space and utility payments last year, the ICLTC contributed to the County Cost Plan \$3,058.17 per month. The County bills the ICLTC for Worker's Compensation Insurance at a rate of \$281.17 per month and Liability Insurance at a rate of \$518.09 per month. These expenses may vary and are not finalized until the County develops its FY2025-2026 budget. These expenses are split between three ICLTC funding streams: Rural Planning Assistance, Transit and Planning, Programming and Monitoring. Copy costs are billed to the work element that copies are related to.

ISSUES AND CONCERNS

The Inyo County Overall Work Program endeavors to identify specific planning priorities in the region with actionable work elements and tasks to address those specific transportation challenges. Transportation challenges in Inyo County range from a general but over-arching lack of funding due to a multi-decade large STIP project (discussed in detail below) that is finally nearing completion. Another related and interesting is a lack of shovel ready projects that can begin construction as STIP funding becomes available again in the future. Over the past two decades, likely due to a focus on the SR 14 and IS 395 corridors as well as other high priorities, the development of new projects has fallen behind. This OWP includes several Work Elements and related task to address these transportation issues, specifically, lack of funding and subsequent project development. For

example, Work Elements 400.4 (Project Development) and 400.2 (Grant Development) are specifically included to address these challenges.

Highways

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

Safety of travelers along US 395 and State Route 14 corridor has been the primary concern of the Local Transportation Commission since the late 1990's. The ICLTC partnered with Kern, Mono and San Bernardino Counties to facilitate the safety improvements in the region, primarily by pooling resources to widen two-lane sections to four-lanes. The remaining two-lane section that is currently under construction as a four-lane expressway is the Olancho/Cartago project. The programming of the Olancho-Cartago project has given the LTC a negative STIP share balance for many cycles. This has limited the ability to program significant new funds in STIP. Inyo's STIP shares emerged out of the negative in the 2024 STIP cycle with approximately \$3 million.

As the high priority four-laning of US 395 in Inyo County approaches completion, the ICLTC will continue to prioritize improvement projects to the US 395 and CA 14 corridors in Kern, San Bernardino, and Mono counties. The Tri-County MOU (Kern, Inyo & Mono) expired in the 2-22 STIP but the MOU partners maintain a collaborative relationship. In 2023, Kern County programmed \$3.4 million towards the Lone Pine Streets Rehabilitation project in its RTIP as a partial reimbursement to into for front \$6.5 million of construction costs for the Freeman Gulch Phase II project in Kern County. Mono County fronted the remaining \$5.8 million.

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

and Mono Counties, submitted a proposal to the Caltrans Highways to Boulevards, Reconnecting Communities Pilots Program. The proposal was not awarded. In 2024, the ESCOG, in collaboration with Caltrans District 9, submitted a revised application to the Federal Reconnecting Communities Grant Program.

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

US 6 provides access to the community of Laws and several communities in Mono County that serve in part as bedroom communities to Bishop and provides an interregional alternative for north and east bound travelers and freight. SR 127 provides north-south access throughout the eastern part of the County and is part of the route for interregional travel accessing Death Valley National Park (DVNP) from the east. SR 168 provides interregional travels with a route between Owens Valley, Deep Springs Valley, Fish Lake Valley, and US 95 in Nevada. SR 190 in combination with SR 136 and SR 178 provide a discontinuous east-west corridor through DVNP.

Local Streets and Roads

A significant percentage of interregional travelers to and through DVNP use one or more roads that are not on the State Highway system. These roads include Stateline Road, Panamint Valley Road, Trona-Wildrose Road, and Old Spanish Trail Highway. All are parts of the Inyo County Maintained Mileage System and essentially serve as extensions of the State Highway System. Badwater Road, Scotty’s Castle Road (closed for storm damage repairs since 2015), Beatty Cutoff Road, and Daylight Pass Road (maintained by DVNP) also provide important interregional routes. The signage and mapping to travel on these routes is inconsistent. Some State maps do not show the roads maintained by the County or DVNP. With new signage on the I-15 freeway in Las Vegas pointing visitors to access DVNP via SR 160 in Nevada and either Old Spanish Trail or Stateline Road in California, it is likely that traffic on these routes will increase. When the I-15 between Baker and Las Vegas has been closed due to highway maintenance, weather events, or accidents, and Old Spanish Trail Highway over Emigrant Pass having higher than average crash rates. In 2023, the ICLTC won a Highway Safety Improvement Program (HSIP) grant to make safety improvements over the steep and winding Emigrant Pass. In 2024, the ICLTC submitted a local proposal to the Cycle 12 HSIP program to address the safety concerns identified in the Local Road Safety Plan (LSRP) on Trona- Wildrose Road. Old Spanish Trail is a historic route that potentially meets funding criteria for rehabilitation through the Federal Lands Access Program (FLAP).

There are several State Highways and County maintained roads that provide access for residents and travelers to small communities and recreational areas in the Sierra Nevada. These include Pine Creek Road, SR 168 west of US 395, South Lake Road, Sabrina Road, Glacier Lodge Road, Onion Valley Road, Whitney Portal Road, Horseshoe Meadows Road, and Nine Mile Canyon Road. Nine Mile Canyon Road is unique in Inyo County in that it is the only road inside of Inyo County that crosses the Sierra crest and provides access to communities on the western slope of the Sierra Nevada. Other paved roads in the County that also provide access to recreation destinations include White Mountain and Road Death Valley Road. The condition of these roads is important to the economy of communities throughout Inyo County. The ICLTC needs to prioritize additional projects for future transportation programming. Some possibilities include other State Routes in the area, County, City and Tribal Government roads, bicycle and pedestrian trails and routes. The needs and goals for many of these alternatives are discussed and defined in the current 2023 Regional Transportation Plan (RTP) and the 2024 Active Transportation Plan (ATP). The plans were updated during 2023 and 2024. ATP grant funding is a primary source of bicycle and pedestrian project funding. The 2023 RTP update includes proposed bicycle and pedestrian projects. The ICLTC will use this document to prioritize new bike and pedestrian projects for future ATP grant cycles. The USBR (United States Bicycle Route)-85 corridor has been proposed and approved by the Inyo County Board of Supervisors. Future USBR corridors can be considered. The Local Road Safety Plan identifies areas of concern for bicyclists and pedestrians. ICLTC staff applied for Safe Streets for All funding in 2025 to create a Safe Streets for All Plan, which is more comprehensive than an LRSP.

A significant issue to local agencies is finding ways to fund the long-term maintenance of local streets and roads. Senate Bill 1 provides a significant source of funding both to local roads and to the STIP. The Pavement Management Program (PMP) provides a tool to make cost-effective choices for those funds that are available. In FY2019-20 the ICLTC brought the PMP in-house and continues in this development of sustainable long-term program. Previously cited staffing challenges had caused delays in conducting the inventory. During the summer and fall of 2024, Public Works filled a vacant position whose primary duty was to conduct pavement inventory. That work is now up to date. Inyo County Public Works piloted innovative Artificial Intelligence (AI) technology during its pavement inventory of 2024. Dareesoft ©, a South Korean technology firm, provided a camera with AI learning software to assess the PCI of roads in real time. Although the pilot program has ended, the camera was able to accurately detect four of the desired nineteen pavement distresses at the end of the trial. Inyo County desires to utilize the camera during the next pavement inventory to significantly reduce the amount of time and subjectivity involved with conducting a pavement inventory using-traditional method.

Although the ICLTC is not required to prepare and maintain a Congestion Management Plan (CMP), there exists a continuing need to develop evaluation criteria addressing multi-modal and inter-modal transportation systems. Staff are monitoring the anticipated release of the Rural Counties Task Force (RCTF).

Rural Induced Demand Study was initiated out of concern that the policies for induced demand outlined in the 2021 CalSTA Climate Action Plan for Transportation Infrastructure will negatively impact rural counties competitiveness for state funding programs. The study will make recommendations to address the unique difference of rural corridors, which are less impacted by the congestion and greenhouse gas emissions associated with vehicle miles travelled (VMT).

Air Quality

In California, both federal and state ambient standards exist for carbon monoxide (CO), particulate matter with a diameter of 1- micrometers or less (PM10), and ozone. California's ambient standards are more stringent than the federal standards for these pollutants. Areas that meet the ambient standards are classified as attainment areas; likewise, areas that do not meet the standards are classified as nonattainment areas. Inyo County is an attainment area for the state and federal CO stands. The County is an attainment area for the state and federal PM10 standards except for the area around the Owens Dry Lake. The Owens Valley is a nonattainment area because of windblown dust from exposed areas of Owens Dry Lake. The Great Basin Unified Air Pollution Control District has prepared a state implantation plan for PM10 that includes mitigation measures designed to minimize windblown dust from Owens Dry Lake. The plan does not include any measures to reduce PM10 from paved or unpaved roads because roads are not considered a significant contributor to Inyo County's existing PM10 problem. The southern and eastern portions of the County are in a nonattainment area for federal ozone standards. This area of the county has an extremely low population and lacks industrial emission sources. The ozone levels are attributed to emissions from highly urbanized South Coast and Southern San Joaquin Valley air basins that are carried by prevailing winds into Inyo County.

Aviation

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

Inyo County maintains four of these airports: Bishop, Independence, Lone Pine, and Shoshone. The Bishop and Independence airports are located on leased on Los Angeles

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

The Inyo County Airport Land Use Commission adopted a “Policy Plan and Airport comprehensive Land Use Plan” (CLUP) in December 1991. Section 21675 of the California Utilities Code required the formation of a comprehensive land use plan that provided for the orderly growth of each public airport and area surrounding the airport. This plan guides the orderly development of each public use airport in the County. In May 2019, the FAA approved the updated Airport Layout Plans (ALP’s) for the Bishop and Lone Pine Airports. The airport planning documents, which depict future improvements to the airfields, were funded by FAA grants. Upcoming projects include an Airport Master Plan update in 2024, and a commercial service terminal and ramp.

Freight

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

Cambridge Systematics completed the Eastern Sierra Corridor Freight Study, for Caltrans District 9, that specifically looks at US 395, US 6, SR 14 and SR 58 in Inyo and Mono

counties and Eastern Kern County. This study documents existing and future freight conditions including:

1. Freight impacts from outside the corridor (including the Reno Tahoe Industrial Center and the World Logistics Center in Moreno Valley.
2. Freight impacts on highways which also serve as Main Street.
3. Potential economic benefits of Eastern Sierra freight movement to the industry.

The study seeks to identify short and long-term cost-effective strategies to:

1. Improve goods movement, safety, and congestion
2. Mitigate freight impacts on local communities and transportation infrastructure

The study also explores potential funding opportunities.

The monthly ICLTC meeting provide a forum for members of the public and for Commissioners to voice their concerns regarding increasing freight traffic on US 395 and specifically through communities. The idea of constructing a truck bypass around Bishop and has been circulating for decades, however, the feasibility of a project of such magnitude is currently unlikely in the near future. Caltrans District 9 is actively incorporating much needed safety improvements for all users of the corridor. In 2026-2028 several rehabilitation and construction project are scheduled to address concerns of pedestrian and bicyclists in the communities of Lone Pine, Independence, Big Pine and Bishop.

In 2022, the Fort Independence Tribe won a federal grant funding from the America Rescue Plan to expand its travel plaza, which will increase truck parking capacity.

Public Transportation

The Eastern Sierra Transit Authority (ESTA) is the primary public transportation provider for Inyo County. ESTA operates throughout the County with a fleet of vehicles, all of which are accessible for the elderly and for person with disabilities. Operating funds for ESTA are derived from a combination of fare box revenues, State Transit Assistance Funds (STA), Local Transportation Funds (LTF) and Federal Transit Administration Section 5311 monies from various jurisdictions including Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes. ESTA was known as Inyo-Mono Transit until these governmental entities entered into a Joint Powers Agreement (JPA) to administer and operate the public transportation service. The JAP took effect July 1, 2007. The ICLTC continues to support he implementation of the ESTA Short-Range Transit Plan

In addition to ESTA, there are several other transportation providers. They include the Eastern Sierra Area Agency on Aging (ESAAA), Inyo Mono Association for the Handicapped (IMAH), the Toiyabe Indian Health Project, and several other Native American Transportation providers. ESAAA provides transit services to senior citizens. Kern

Regional Center (KRC) provides services for people of all ages with developmental disabilities and their families who live in Kern, Inyo, and Mono Counties. Northern Inyo Hospital and Southern Inyo Hospital offer non-emergency medical transportation services for patients. The ICLTC currently evaluates criteria and policies to prioritize future grant applications from agencies providing transportation services with public funding. Those agencies implementing measures to promote the coordination of services with other such agencies will be assigned a higher priority with respect to ICLTC grant application endorsement. The ICLTC will coordinate with Caltrans and each of the above agencies in the implementation of the policies identified in the Coordinated Public Transportation-Human Services Transportation Plan.

The ICLTC allocates funds and administers transit grants funded by California Legislature such as the SB 125 (Transit & Inner-City Rail Program (TIRCP) and Zero Emissions Transit Program (LCTOP)), Low Carbon Transit Operations Program (LCTOP) and the State of Good Repair (SGR) Program. The ICLTC continues to administer transit grant funds that were allocated under Proposition 1B. These programs include the Transit Security Grant Program and the Public Transportation Modernization, Improvement, and Services Enhancement Account (PTMISEA). ESTA serves as a Consolidated Transit Service Agency in Inyo County.

The ICLTC maintains a commitment to interregional transportation on US 395 to regional population centers. ESTA provides service from Lone Pine northerly to the Reno Airport 7 days a week and southerly from Mammoth Lakes to Lancaster, California Metro Link Station six time a week. The Executive Director of ESTA has committed to adding Sunday, making the service 7 days a week. He also requesting board approval for weekend Dial-a-Ride service in Lone Pine. These improvements are a direct result of the STAC and Unmet Transit Needs process required by the Transportation Development Act (TDA).

A priority identified in prior work plans was to secure funding for ESTA to expand their headquarters at the Bishop Airport. In FY18-29 the ICLTC assisted ESTA in submitting for an obtaining an FTA Section 5339(b) grant that will provide \$457,139 in funds for a new headquarters building. A 20% match and additional funding may be provided through STA or LTF funds. Construction of the new headquarters in on hold until the expired Master Lease Agreement with LADWP is re-negotiated. Inyo County and LADWP are actively negotiating a solution to avoid losing these funds.

RESPONSIBILITIES AND BACKGROUND

The primary duties of the ICLTC involve the following:

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

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

In August 2014, the ICLTC adjusted the RTP cycle from 5 to 4 years to align with state planning schedules, enabling Inyo County and the City of Bishop to prepare Housing Element updates every 8 years instead of 5.

In accordance with Senate Bill 498, the Social Service Transportation Advisory Council (SSTAC) was formed prior to the 198 Unmet Needs process. The SSTAC functions prior to each upcoming Unmet Needs process and as necessary throughout the year addressing a

broad range of transportation issues. Members of the SSTAC continue to be selected in accordance with Section 99238 of the TDA, Statutes and California Codes of Regulations. The ICLTC may appoint and convene additional committees to address other transportation issues as they become necessary. These committee appointments will consist of members with the broadest possible range of stakeholder status, as well as appointees with relevant expertise in committee activities.

After Senate Bill 45, the role of the ICLTC expanded greatly. This legislation provided the ICLTC with additional responsibilities for project monitoring with Caltrans, additional discretionary funding for transportation related projects within Inyo County, and a stronger role in transportation planning in general. The organizational chart, reflecting the relationship between the various committees and agencies concerned with transportation planning in Inyo County is as shown in Figure 2.

TRIBAL CONSULTATION

There are five federally recognized Tribal Governments in Inyo County. They are, (from north to south):

- Bishop Paiute Tribe
- Big Pine Paiute Tribe of the Owens Valley
- Fort Independence Community of Paiute Indians of the Fort Independence Reservation, California
- Lone Pine Paiute-Shoshone Tribe
- Death Valley Timbisha Shoshone Tribe

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

The County of Inyo, the City of Bishop and the Bishop Paiute Tribe were collaborative partners in the adoption of the Inyo County collaborative Bikeways Plan. The County of Inyo and the City of Bishop have coordinated with Tribal Governments to identify sections of County and City roads, routes and bridges that qualify for inclusion in the Bureau of Indian Affairs Indian Reservation Roads (IRR) inventory system. In FY23-24, ICLTC and

Inyo County Public Works provided support for the Big Pine Paiute Tribe to apply for a competitive Active Transportation Program grant on County maintained roads. Specific Tribal coordination-related tasks set forth in the work elements are:

- Work Element 100.1, Method/Task numbers 6, 8, and 9
- Work Element 310.1, Method/Task numbers 12 and 13
- Work Element 400.1, Method/Task numbers 9 and 10
- Work Element 400.2, Method/Task numbers 11 and 12
- Work Element 400.3, Method/Task number 3
- Work Element 400.5, Method/Task numbers 1 and 2
- Work Element 500.1, Method/Task numbers 2, 9, 10 and 11
- Work Element 500.1, Method Task numbers 20, 23, 30, 31, 37, 39, 40 and 55

PUBLIC PARTICIPATION

Several factors determine the methods utilized and results of public review and participation in Inyo County, including:

- The limited nature of urban transportation issues due to the rural character and sparse population (19,016) of the county.
- The predominant reliance on the automobile as the primary mode of transportation, given the considerable distance between communities and regional destinations.
- The amplified importance of a limited number of transportations corridors necessary for travel.
- Although the County is the second largest in the State (10,203 square miles), 98% of the land in the county is owned and administered by various public agencies, thereby, severely constraining future growth.

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

The Covid 19 pandemic proffered an opportunity to enhance public participation as the usage of virtual technologies, such as Zoom, became mainstream throughout industries. Although the pandemic was declared over in 2023 the ICLTC will continue to provide access to public meetings via virtual means to align with AB 2499, and provide public notice of all hearings, as required. Additionally, the Commission will continually expand and maintain a mailing list of all public agencies, Tribal Governments, Chambers of Commerce, Community Based Organizations, locally based goods movement providers and individual stakeholders to maximize participation in all public hearings and promote the identification of transportation needs, as well as encouraging input on scheduled agenda items. To comply

with federal and state requirements emphasis in outreach efforts to the traditionally underrepresented and underserved populations such as the elderly, disable, low income, and minority (i.e., Black, Hispanic, Asian American, American Indian/ Alaskan Native, and Pacific Islander) are being implemented.

Given the considerable geographical expanse of the County and the constraints inherent with limited staffing, the ICLTC will continue to maintain and expand email address inventories to enhance access and participation relevant to transportation issues. An ICLTC website is online and is updated regularly to enhance public participation:

<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

The ICLTC is prepared to participate in or schedule public meetings to discuss relevant transportation issues, as the need arises.

FY 2024-2025 Highlights of Work and Accomplishments:

- Prepare and conduct monthly ICLTC meetings.
- Attend monthly RCTF and RTPA meetings.
- Prepare responses to FY22-23 and FY23-24 financial audits.
- Annual SSTAC advisory and public hearings for unmet transit needs.
- Coordinate with MOU partners to negotiate Kern payback of STIP funds to Inyo.
- Attend RTIP guideline workshop and STIP development hearings.
- Finalize master agreement for successful Active Transportation Program grant proposal.
- Prepare and submit HSIP grant proposal.
- Prepare and submit STPG grant proposal.
- Work with ESTA to submit SB 125 application, obtained final approval in February 2025.
- Ongoing implementation of STPG grant for EV network and infrastructure plan.

Core Planning Functions

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

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan

- Federal Transportation Improvement Program
- Congestion Management Process (TMAs)
- Annual Listing of Projects (MPOs)

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

- Work Element 100.1, Method/Task numbers 1, 5, 6, 7, & 8
- Work Element 110.1, Method/Task numbers 1 through 10
- Work Element 200.1, Method/Task numbers 1 through 5
- Work Element 400.1, Method/Task numbers 1 & 7
- Work Element 400.3 Method/Task numbers 1 through 3
- Work Element 400.5 Method/Task numbers 1 through 4
- Work Element 500.1 Method/Task numbers 1, 2, 3, 10, & 11
- Work Element 510.1 Method/Task numbers 1 through 4
- Work Element 600.1 Method/Task numbers 1 through 6

PERFORMANCE MANGEMENT

Since MAP-21 was passed in 2012 and reauthorized under the IIJA in 2021, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome- based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. The IIJA requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety-** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition-** To maintain the highway infrastructure asset system in a state of good repair.

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

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

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

STATE OF GOOD REPAIR

MPO's are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair (SGR) for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region in incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Regional Transportation Plan. MPO's are expected to regularly coordinate with

transit and operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans' and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

This OWP includes work elements dedicated to administering transit and to regional transit coordination. The public transit provider (ESTA) in Inyo County provides services to regional hubs for essential services up and down the US 295-SR 14 corridor as far north as Reno, Nevada and as far south as Lancaster. This provides service to a multi-county area. Specific methods and tasks that address this emphasis area are:

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

FEDERAL PLANNING FACTORS

The federal planning factors should also be incorporated in the MPO's/RTPAs OWP. The Infrastructure Investment and Jobs Act (IIJA) was signed into law in November 2021. The IIJA continues the requirements of the previous transportation bill, which included 10 planning factors that are required to be considered as part of the OWP development process. The ten planning factors (for both metro and statewide planning) are listed in the table below. Where the planning factor refers to a "Metropolitan area," the information applies to area communities instead.

			Federal Planning Factors												
	Work Element	100.1	110.1	200.1	300.1	310.1	400.1	400.2	400.3	400.4	400.5	500.1	510.1	600.1	700.1
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.						X	X	X	X	X	X	X		X
2	Increase the safety of the transportation system for motorized and non-motorized users.			X	X	X	X	X			X	X		X	
3	Increase the security of the transportation system for motorized and non-motorized users.				X	X	X	X			X				X
4	Increase the accessibility and mobility of people and for freight.	X	X	X	X	X	X	X	X		X	X	X		X
5	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.						X	X	X	X	X	X	X		X
6	Increase the safety of the transportation system for motorized and non-motorized users.			X	X	X	X	X			X	X		X	
7	Increase the security of the transportation system for motorized and non-motorized users.				X	X	X	X			X				X
8	Increase the accessibility and mobility of people and for freight.	X	X	X	X	X	X	X	X		X	X	X		X
9	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.		X				X	X	X	X	X	X			
10	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X	X	X	X	X	X		X	X	X		X
11	Promote efficient system management and operation.	X	X	X	X	X			X	X	X				X
12	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.			X			X	X		X	X		X	X	X
13	Enhance travel and tourism.			X			X	X	X		X		X		X
	Work Element	100.1	110.1	200.1	300.1	310.1	400.1	400.2	400.3	400.4	400.5	500.1	510.1	600.1	700.1

PLANNING ACTIVITIES

This section comprises the OWP work elements. A work element represents specific work, project or purpose and includes products and tasks. Following the work elements is a summary of the responsible agencies and funding required to perform the work necessary to complete the Overall Work Program. If it becomes necessary during the planning process to modify, eliminate, or add to any task or element, including personnel costs and scheduling, the program may be modified and amended by mutual agreement between the ICLTC and Caltrans.

The primary objective of this OWP is to implement the goals and objectives set forth in the TRP, which establishes the direction and framework necessary for the continued operation of the ICLTC. The work elements, tasks and products identified in this OWP are intended to address the specific surface transportation issues identified in the RTP and attempt to tackle challenges within the region.

In consideration of the foregoing priorities, the 2025-2026 OWP includes the following work elements:

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

WORK ELEMENT 100.1 Compliance and Oversight

Purpose: Ongoing efforts to provide documentation of activities, support and maintain services required to implement the transportation planning programs and processes. These activities are specifically related to Rural Planning Assistance (RPA) eligible tasks that support the implementation of the Overall Work Plan, various funding mandates, as well as the requirements to operate as an effective RTPA.

Previous Work:

2024/2025 Products:

- Maintained records, staff reports, agendas and minutes of ICLTC meetings **(Q 1-4)**
- Prepared and maintained a variety of reports, correspondence and documentation of transportation planning activities **(Q1-4)**
- Coordinated activities between Caltrans, City of Bishop, transit operator ESTA, Tribal Governments, local agencies, and ICLTC **(Q 1-4)**
- Prepared RFP for Triennial Performance audit of the ICLTC and ESTA. Secured a contract with a qualified consultant to prepare the audit. Participated in interviews, provided documentation and correspondence as required **(Q 3-4)**
- Obtained Inyo County Board approval for ATP and HSIP Grant acceptance **(Q1-4)**
- Prepared quarterly OWP progress reports and RPA/STPG invoices **(Q1-4)**
- Worked with Caltrans staff and obtained ICLTC approval of the Master Fund Transfer Agreement (MFTA) **(Q2)**

Percent completion in FY2024-2025: 100%

Methods/Task (for FY2025-2026)

1. Prepare staff reports, agendas, correspondence, and documentation. **(Ongoing, ICLTC staff, consultants where applicable, including for the preparation of fiscal and performance audits).**
2. Attend RTPA and RCTF meeting in person or via teleconference as scheduled and meet with representative of Caltrans and other agencies. **(Monthly, and as needed, ICLTC staff).**
3. Perform liaison duties between ICLTC, Caltrans, and other local agencies. **(Monthly and as needed, ICLTC staff).**
4. Maintain records of ICLTC activities. **(Ongoing, ICLTC staff).**
5. Ensure that planning processes and products comply with the provisions of Title VI of the Civil Rights Act and the President's Executive Order on Environmental Justice. **(Ongoing, as required, ICLTC staff).**

6. Provide training to new Planning Technician/staff member.
7. Coordinate, consult, and collaborate with the five Tribal Governments. **(As needed, ICLTC staff/consultants).**
8. Comply with IIJA and monitor the State of California implementation of the Federal Transportation Reauthorization. **(As needed, ICLTC staff).**
9. Encourage public participation and awareness of regional transportation planning issues through such activities as:
 - Advertising monthly and special meetings
 - Encourage public meetings with Caltrans, local agencies, Tribal Government, and the public.
 - Conducting public outreach by the development and update of a mailing list of agencies and interested parties.
 - Improve public outreach by maintaining and expanding the list of email addresses of agencies and interested parties.
 - Maintain and update the ICLTC website:
<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

(As needed, ICLTC staff)

10. Maintain records of all Tribal Government consultation and outreach. **(As needed, ICLTC staff)**
11. Provide public interaction through answering ICLTC main phone number. **(As needed, ICLTC staff)**
12. Stream the ICLTC Meetings live using existing technology and infrastructure in the Inyo County Board Room and the Bishop City Council Chambers. **(Q1-Q4, ICLTC staff)**
13. Overhead costs of ICLTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**

2025-2026 Products

- Monthly meetings, including agenda, staff reports and supporting documentation
- Post meeting minutes, recordings, and agendas for public accessibility
- Prepare miscellaneous reports, correspondence, and quarterly invoices
- Coordinate activities between Caltrans, City of Bishop, transit operator ESTA, Tribal Government, local agencies, and ICLTC
- Respond to financial audits, provide backup, documentation, and explanation of transactions
- Secure a contract with a qualified consultant to prepare the ICLTC fiscal audits of FY's 24-25 through 29-30

- Obtain Inyo County Board approval for various grants, letters of support, and funding agreements
- Prepare quarterly OWP progress reports and RPA/STPG invoices.
- Train and support new ICLTC staff in their new transportation planning role; train on ICLTC and Oversight agency policies and procedures; develop and maintain records, Title VI program.
- **Work Element 100.1 Funding Sources:**

Rural Planning Assistance Funds: \$90,000

Amendment No.1 \$10,000

Total: \$100,000

WORK ELEMENT 110.1 Overall Work Program (OWP)

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

2024/2025 Products:

- Development of the FY 2025-2026 OWP **(Q 3-4)**
- Implementation of FY 2024-2025 Overall Work Program including quarterly reports **(Q1-4)**
- Amendment #1 to the OWP **(Q2)**
- Submittal of final certification of expenditures for RPA funds for FY 2023-2024 **(Q1)**
- Submittal of the final report of PPM funds for FY 2022-2023 **(Q4)**

Percent completion in FY2024-2025: 100%

Methods/Tasks (for FY 2025-2026):

1. Monitor implementation of FY 2025-2026 Overall Work Program. **(Monthly & Quarterly, ICLTC staff)**
2. Prepare amendments to incorporate changes or adjustments during the fiscal year. **(Q3, ICLTC staff)**
3. Prepare and process Overall Work Program Agreement. **(Q3-4, ICLTC staff)**
4. Prepare Draft and Final Overall Work Program for FY 2026-2027. Coordinate review and approval by Caltrans and ICLTC and incorporate review comments, as appropriate. (See task #10 below) **(Q3-4, ICLTC staff)**
5. Prepare OWP Quarterly Reports and present them to the ICLTC. **(Quarterly, ICLTC staff)**
6. Prepare 2024-2025 OWP Final Report **(Q1, ICLTC staff)**
7. Prepare invoices and financial records. **(Quarterly, ICLTC staff)**
8. Maintain records and documentation. **(Monthly, ICLTC staff)**
9. See public comment, input, and participation for the tasks identified in the OWP. **(Q3, ICLTC staff)**
10. Conduct a full review of the OWP as prepared by ICLTC staff and reconcile the document with examples of simplified plans with the potential to add clarity and accountability. **(Ongoing, ICLTC staff)**

Work Element 110.1 Funding Sources:

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

2025/2026 Products

- Quarterly and Final Reports
- OWP Amendment(s)
- Development of the 2026/2027 Overall Work Program
- Completion of the FY2026/2027 Overall Work Program Agreement

WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)

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

Previous Work:

- Implantation of the 2024 STIP **(Q1-4)**
- Continuous monitoring of local agency projects, and coordination with Kern COG on future programming in Inyo County **(Q3)**
- Miscellaneous reports, correspondence and documentation associated with the implementation of the 2024 STIP **(Q1-4)**

2024/2025 Products:

- Project Study Report (PSR) development ahead of the 2025 RTIP **(Q3-4)**
 - Old Spanish Trail Hwy
 - Lone Pine Town Streets Rehabilitation-Expanded scope to include West Whitney Portal Rd **(to carry over into FY25/26)**
- Conducted an initial RTIP workshop in May 2025

Percent completion in FY2024/2025: 90%

1. Monitor progress and programming of State highway project in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOUs with Caltrans and MOUs with neighboring agencies **(Quarterly, as needed, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management. **(Quarterly, as needed, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(Quarterly, ICLTC staff)**
4. Implement the 2023 Regional Transportation Improvement Program (RTIP). **(Quarterly, ICLTC)**

5. Development of the 2025 RTIP for inclusion in the 2026 STIP; ensure consistency with the 2023 RTP and CTC Guidelines (STIP) **(July 2025-December 2025, ICLTC staff, consultant)**
6. Develop PSR for Lone Pine Town Streets Rehabilitation- Expanded scope to include West Whitney Portal Rd **(Q1-2, ICLTC staff, consultant)**
7. Attend California Commission meetings as necessary. **(as needed, ICLTC staff)**

2025/2026 Products

- Agendas and minutes from meetings with the ICLTC and stakeholders on RTIP development
- Outreach to Tribes and southeast county
- Conduct at least two RTIP workshops in FY2025/2026
- If needed, amend the 2023 Regional Transportation Plan to reflect current transportation priorities
- Final adoption and submittal of 2025 RTIP to the CTC in November and December 2025

Work Element 200.1 Funding Source:

Rural Planning Assistance Funds (RPA):	\$15,000
Total:	\$15,000

WORK ELEMENT 300.1 Administer Transit

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

Previous Work: On-going annual administration for the TDA. Each of the Methods/Tasks described in this work element were completed in FY2024-2025. This includes the completion of a Financial Audit.

Prepared and submitted a semi-annual and final reports for the PTMISEA. Submitted semiannual reports for State of Good Repair (SGR) funds and submitted final project status report for FY2023-2024 SGR. Prepared monthly and quarterly journal entries to reimburse ESTA and TDA funding.

2024-2025 Products:

- Worked with ESTA staff to submit a revised SB125 Initial Allocation Package for Transit & Inner-City Rail Program (TIRCP) funding to reduce emission and increase ridership **(Q2)**
- Administered TDA funding, prepared the annual allocation package for transit operator, obtained Commission approval to allocate and distribute funding according to TDA and operations and procedures manual guidelines **(Q1-4)**
- Prepared Request for Proposal for the triennial performance audits of the ICLTC and of ESTA; secured a qualified consultant **(Q3)**
- Prepared and submitted final PTMISEA and prior year SGR report **(Q1&3)**

Percentage completion in FY2024-2025: 100%

Methods/Task (for FY 2025-2026):

1. Receive claims for State Transit Assistance (STA) and Local Transportation Funds (LTF). **(Monthly (LTF), & Quarterly (STA, SGR), ICLTC staff)**
2. Conduct the unmet transit needs findings process and coordinate the development of services that meet the unmet transit needs. **(Q3-4, ICLTC staff)**
3. Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit services operations and local streets and roads, when appropriate. **(Quarterly, as needed, ICLTC staff)**
4. Review transit operations and make recommendations for adjustments in service, in accordance with TDA requirements, and research the required maintenance needs

for alternatively fueled vehicles and infrastructure. **(Annually or as needed, ICLTC staff)**

5. Meet and confer with Social Services Transportation Advisory Council (SSTAC) in conformance with TDA Guidelines. **(Q3-4, ICLTC staff)**
6. Ensure completion of all TDA financial and performance audits for the ICLTC and ESTA. **(Q1-2, ICLTC staff)**
7. Implement recommendations set forth in the triennial performance audit of the ICLTC. **(Q1-4, ICLTC staff)**
8. Administer the Transportation Development Act. **(Q1-4, ICLTC staff)**
9. Maintain financial records of expenditures and allocations of Transportation Development Act funds. **(Monthly & Quarterly, ICLTC staff)**
10. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
11. Allocate funding for transit grant programs such as the Low Carvon Transit Operations Program (LCTOP) and the Senate Bill 1 State of Good Repair Program. **(Quarterly, ICLTC staff)**
12. Complete semi-annual and final reports for the Cal OES transit security grants, LCTOP and SGR projects. **(Q1-4, ICLTC staff & ESTA staff)**
13. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily, ICLTC staff)**

2025/2026 Products

- Collaborate with ESTA to prepare and submit the FY25-26 SB125 allocation request
- Prepare and submit SB 125 annual report
- Prepare annual LTF reserves allocation
- Obtain approval for the FY2026/2027 TDA allocations
- Prepare monthly and quarterly TDA and SGR distributions
- Conduct annual unmet transit needs assessment and public hearings
- Seek partnership with ESTA and Tribes with EV planning and identification of infrastructure needs.

Work Element 300.1 Funding Source:

Local Transportation Fund:	\$122,046
Total:	\$122,046

WORK ELEMENT 310.1 Coordinate Transit Services

Purpose: While the opportunities for coordination of transit services are somewhat limited due to the competency of the transit operator, the coordination of the services that are available will still enhance their effectiveness. Any coordination of transit services will include the evaluation of services necessary to address the needs of traditionally underrepresented populations such as the elderly, disabled, low-income, tribal governments and minority (i.e. Black, Latino, and Indigenous and Native American persons, Asian Americans, and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons/communities/groups). The purpose of this element is to continue to evaluate the services that are available, continue to determine where coordinating or monitoring those services. Opportunities to monitor and improve coordination naturally occur during the annual Unmet Transit Needs process, during the Social Services Advisory Committee (SSTAC) meeting and public hearing. Meaningful feedback and discussions occur during these forums, between and among the transit operator, Community transit providers, their customers, and the Commission.

Improvements in coordination generally occur here. Maximize Federal and State sources that may be available to improve the transportation system in Inyo County.

Previous Work:

- Coordinate with ESTA, ESAAA, and IMAH and make findings regarding various FTA transit grant applications **(Q1-3)**
- Develop and submit SB 125 application to CalSTA **(Q2)**
- Held annual SSTAC meetings and public hearings to identify unmet transit needs **(Q3-4)**

2024/2025 Products: Continued participation in tasks described below. Identify new opportunities to coordinate transit services as necessary.

Percent completion in FY2024-2025: 100%

Methods/Tasks (FY2025/2026):

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

5. Evaluate Intelligent Transportation System (ITS) technology for coordinating and monitoring current transit services. **(As needed, ICLTC staff)**
6. Monitor and evaluate the interregional transit service. **(As needed, ICLTC staff)**
7. Work with ESTA to pursue the procurement of long-term funding to ensure the continuation of interregional transit service, **(As needed, ICLTC staff)**
8. Participate with Kern COG and Mono County to establish a comprehensive interregional transit service for the Eastern Sierra corridor. **(As needed, ICLTC staff)**
9. Participate with ESTA and regional partners to develop a consortium to explore opportunities to advance the siting and development of alternative fueling infrastructure, including hydrogen. **(Q1-4, ICLTC staff/consultant)**
10. For Federal Transit Administration grants, ensure that the grant applications are consistent with, and derived from the Coordinated Public Transit- Human Services Transportation Plan for Inyo-Mono Counties. **(As needed, Q3-4, ICLTC staff)**
11. Refer to the Coordinated Public Transit- Human Services Transportation Plan for Inyo and Mono Counties as a reference in allocating TDA funds. (this task is only eligible to receive TDA funds) **(Annually, Q4, ICLTC staff)**
12. Assist ESTA with planning-related activities related to the update of ESTA's Short-Range Transit Plan. **(As needed, ICLTC staff)**
13. Coordinate and consult with the five Tribal Governments. **(As needed, ICLTC staff/consultant)**
14. Conduct outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Latino, and Indigenous and Native American persona, Asian Americans, and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender and queer (LBTQ+) persons) communities/groups and community leaders. **(As needed, ICLTC staff/consultant)**
15. Encourage local transit providers to submit applications for Federal Transit Administration grant programs (Sections 5304, 5310, 5311, and 5339) and coordinate with Caltrans in the review and submittal of these grant proposals. **(As needed, ICLTC staff/consultant)**
16. Provide public interaction through answering LTC main phone number and staffing a public office. **(Daily, ICLTC staff)**
17. Study transit strategy & options for recreational trailheads. **(As needed, & during the unmet transit needs process Q3-4, ICLTC staff)**
18. Support transition to alternative fuel transit vehicles and re-fueling infrastructure. **(As needed, ICLTC staff)**

2025/2026 Products

- Documentation of input from the Social Services Transportation Advisory Council meetings (July and February)
- Unmet transit needs in compliance with the Transportation Development Act February 2026
- Annual allocation of STA and LTF funds
- Coordinate with ESTA on zero-emission infrastructure
- Coordinate with ESTA in the SB 125 allocation request and prior year report

Work Element 310.1 Funding Source:

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

WORK ELEMENT 400.1 Project Development & Monitoring

Purpose: With Inyo County, City of Bishop, and Caltrans; Implement goals set in the RTP. Reprioritize identified projects as appropriate. Assist with the visioning of local projects, including the review and preparation of planning documents. Prepare RTIP & ITIP funding request, STIP amendments, and other CTC documents. In conjunction with Caltrans, monitor the progress of State projects on US 395 and other state roads as well as develop grant applications to win funding for prioritized projects. Maximize staff capacity for the development of future projects and implementation & monitoring of recently successful grants, such as Active Transportation Program, and the Sustainable Transportation Planning Grant for EV Charging and Network planning. Develop PSR's to better position the LTC for funding opportunities, specifically for the Old Spanish Trail Highway.

Previous Work (from FY2024/2025)

- Continued implementation of a Highway Safety Improvement Program (HSIP) grant to install safety improvements on Old Spanish Trail over Emigrant Pass **(Q1-4, and will carry over into FY25-26)**
- Continued coordination with FHWA Central Lands Division staff to implement the Federal Lands Access Program (FLAP) grant for Stateline Rd. **(Q1-4, and ongoing into FY25-26)**
- Continued to monitor and develop local road projects **(Q1-3)**
- Presented on behalf of the ICLTC at the California Transportation Commission Town Hall in bishop CA **(Q1)**
- Collaborated with ESCOG staff in advance of the Federal Reconnecting Communities program **(Q1)**
- Engaged County and City on 2025 RTIP needs **(Q3-4)**
- Staff volunteered as an evaluator for the Cycle 7 Active Transportation Program **(Q1)**
- ICLTC staff attended various grant funding and policy guidelines workshops (STPG, CTP, HSIP, RTA) **(Q1-3)**
- Prepared and submitted application to the STPG for evacuation route resiliency plan **(Q2-3)**
- Submitted application to the HSIP program for safety improvements on Trona-Wildrose Rd **(Q1)**
- Submitted grant application to the Rural Tribal Pilot Assistance program for technical assistance to develop a PSR for Old Spanish Trail Hwy **(Q2-3)**
- SS4All federal grant submittal to supplement the Local Road Safety Plan and Active Transportation Plan **(Q3-4)**

2024/2025 Products:

- Continued coordination with FHWA Central Lands Division staff to implement the Federal Lands Access Program (FLAP) grant for Stateline Rd. (Q2)
- Grant submittals to three grant programs; HSIP, STPG, and Rural Tribal Pilot Program (Q1-3)
- LOS for various local and regional grant projects, e.g., Reconnecting Communities, Mammoth Wildlife Crossing, bishop Tribe's EV grant, STPG (Q1-3)
- Develop Project Study Report for the rehabilitation of Old Spanish Trail Hwy (Q3)
- Begin planning for 2026 ATP grant cycle. Coordinate with the Bishop Tribe to develop a proposal. (Q3-4, and ongoing into FY25-26)

Percentage completion in FY2024-2025: 90%

Methods/Tasks (for FY2025-2026)

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

7. Participate in public meetings and transportation studies to identify appropriate local projects that would be suitable for grant proposals. **(As needed, ICLTC staff/consultant)**
8. The ICLTC shall use performance measures in the evaluation and selection of future planning projects. **(As needed, ICLTC staff/consultants)**
9. Coordinate and consult with the five Tribal Governments on upcoming grant proposals **(As needed, ICLTC staff/consultants)**
10. Share local traffic data to gain a clearer image of Inyo County's traffic needs and potential project opportunities. **(As needed, ICLTC staff/consultant)**
11. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritizes projects and search for appropriate funding. **(As needed, ICLTC staff/consultant)**
12. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sherriff to obtain data regarding fatal and serve injury collisions. **(Ongoing, as needed, ICLTC staff/consultant)**
13. Coordinate with agencies such as the Bureau of Land Management (BLM) and volunteer/stewardship groups to conduct traffic counts, evaluate signage, incursions by OHV's onto non designated areas, and seek viable connections to designated areas, considering the future transition to street legal UTV's in California. **(Q1-4, ICLTC staff/volunteers)**
14. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen and alternative fueling station in the region. **(Q1-4, ICLTC staff)**

2025-2026 Products

- Project study reports for projects prioritized in the 2023 Regional Transportation Plan- City and County.
- Pop-ups at community and tribal events to gather input regarding transportation infrastructure needs, safety, transit, zero emission infrastructure siting, etc.
- Develop grant proposals utilizing input gathered during community events.

Work Element 400.1 Funding Sources:

Rural Planning Assistance Fund:	\$95,500
Amendment No. 1	\$47,500
Total:	\$143,000

WORK ELEMENT 400.2 Development of Grant Proposals

Purpose: This work element builds upon the 400.1 Work Element (Project Development & Monitoring) to advance the progress of projects from idea stage to a shovel ready state. The two Work Elements are linked and somewhat interchangeable. Collaborate with Tribal organizations, the City of Bishop, and neighboring RTPA's to pursue grant funding from a variety of sources. These may include but not limited to Caltrans Sustainable Transportation Planning Grants Program, Clean California, HSIP, Rural & Tribal Assistance Program (RTA), BUILD, Safe Streets 4 All and all the Active Transportation Program.

2024/2025 Products:

- Attend guideline development workshops for various grant programs, including Sustainable Transportation Planning Grant Program, RTA, HSIP, SS4All, Reconnecting Communities. **(Q1-3)**
- Submitted application to the STPG for an evacuation route resiliency plan **(Q3)**
- Submitted application to the HSIP program for safety improvements on Trona-Wildrose Road. **(Q1)**
- Submitted grant application to the Rural Tribal Pilot Assistance programs for technical assistance to develop a PSR for Old Spanish Trail Hwy **(Q2-3)**
- SS4All federal grant submittal (*Pending Federal continuation of program*) **(Q3)**
- Finalized Agreement to accept the Cycle 7 Active Transportation Program Grant funding. **(Q4, and ongoing into FY25-26)**

Percentage completion in FY2024-2025: 95%

Methods/Tasks (for FY2025-2026)

1. Remain up to date in the development and the allocation of funds for transportation planning-specific programs included in various funding programs such as: IIJA, Senate Bill 1, Road Repair and Accountability Act of 2017, Active Transportation Program, Sustainable Communities, Reconnecting Communities, Clean California, BUILD, RTA, Active Transportation Program, Highway Safety Improvement Program. **(Quarterly, as needed, ICLTC staff)**
2. Community Engagement- Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, electric vehicles, human powered or other. **(As needed, ICLTC staff/consultant)**
3. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(As needed, ICLTC staff)**

4. Engage consultant(s) to assist the City of Bishop, Tribal Governments and the County to develop grant proposals **(Q1-4, as needed, ICLTC staff/consultants)**
5. Engage with the Bishop Paiute Tribe to collaborate on a Cycle 8 ATP grant application.
6. Ensure the Safety, connectivity, and Complete Street are considered in the preparation of grant proposals for proposed local and Caltrans projects. **(As needed, ICLTC staff)**
7. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies, (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects and incorporate into grant proposals. **(Q1-4, as needed, ICLTC staff/consultant)**
8. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(Q1-4, as needed, ICLTC/consultant)**
9. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(Quarterly, as needed)**
10. Participate in public meetings and transportation studies to identify and match appropriate local projects with funding sources to address local and regional transportation needs. **(As needed, ICLTC staff/consultant)**
11. The ICLTC shall use performance measures in the evaluation of projects for potential grant proposals. **(As needed, ICLTC staff/consultant)**
12. Coordinate and consult with the five Tribal Governments, specifically, with the Bishop Tribe to develop a grant proposal to the Active Transportation Program. **(As needed, ICLTC staff/consultant)**
13. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(As needed, ICLTC staff/consultant)**
14. Review the County and City-wide Active Regional and Community Plans, Active Transportation Plans. Identify suitable projects for potential grant proposal development. **(Q1-4, ICLTC staff/consultant)**
15. Coordinate with Caltrans, California Highway Patrol the public, and Inyo County Sheriff to identify safety concerns, paying special notice to fatal and severe injury collisions. **(Ongoing, as needed, ICLTC staff/consultant)**

2025/2026 Products:

- Conduct outreach and engagement at community and Tribal events.

- Conduct online and in person surveys at community event to gather input regarding transportation infrastructure needs, safety, transit, zero emission infrastructure siting.
- Develop grant proposals for a variety of upcoming planning and implementation grant program, e.g., ATP, STPG, HSIP, SS4A.

Work Element 400.2 Funding Sources:

Rural Planning Assistance Fund	\$30,000
Total:	\$30,000

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

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

2024/2025 Products:

- Began work on Tasks 1,2 and 3 of grant, Stakeholder coordination and Committee development. **(Q1-4)**
- Various activities from Task 1- Stakeholder Coordination
- Developed Stakeholder database **(Q1-2, ICLTC staff)**
- Various activities from Task 2- Stakeholder Advisory Committee
- Developed Stakeholder list and strategized with consultant on initial stakeholder engagement meeting **(Q2 FY24-25) (Quarter 3, staff)**
- Various activities from Task 3- Public Outreach
- Developed Community Survey & Presentation materials in English and Spanish **(Q2-3 FY24-25, Consultant) (Q3 ICLTC staff/consultant)**
- Developed interactive map tool using GIS to gather community input for high priority locations **(Q3 Consultants)**
- Contracted Tribal governments to coordinate timelines and assess future EV planning efforts **(Q1-4, ICLTC staff)**
- Draft completed of Task 4- Existing Conditions:
- Conduct economic analysis evaluating financial investment requirements and economic costs and benefits of EV infrastructure implementation **(Q1, ICLTC staff/consultants)**
- Initial work for Task 7- County Fleet Conversion Analysis
- Compiled County fleet data for County Fleet Conversion Analysis **(Q2-3, ICLTC staff/consultant)**

Percentage completion in FY2024-2025: 20%

Methods/Tasks (for FY2025-2026)

Task 01 Project Administration

- a) Provide meeting notes to Caltrans **(Quarterly, ICLTC staff)**.

- b) Monitor work and expenses according to scope of work and cost schedule **(Quarterly, ICLTC staff/consultants).**
- c) Quarterly invoices and Progress reports **(Quarterly, ICLTC staff).**
- d) Project administration of up to 5% **(Quarterly, ICLTC staff).**
- e) Amendments to consultant contract (if applicable) **(ICLTC staff)**
- f) Monthly meeting minutes **(Monthly, ICLTC staff/consultants)**

Task 1 Stakeholder Coordination

- a) Summarize input from stakeholders **(Q1-4 FY25/26, ICLTC staff, consultant)**

Task 2 Stakeholder Advisory Committee

- a) Travel expenses to attend in person meetings **(As needed, ICLTC staff/consultant).**

Task 3 Public Outreach

- a) Develop interactive map tool using GIS to gather community input for high priority locations **(Q1-2, ICLTC staff/consultant).**
- b) Contact Tribal governments to coordinate timelines and assess future EV planning efforts **(Ongoing task Q1, ICLTC staff/consultant).**
- c) Coordinate with the City of Bishop to complement the City's existing and future planning efforts **(Q1, ICLTC staff/consultant).**
- d) Conduct virtual and in person outreach and engagement workshops **(as needed, ICLTC staff/consultant)**
- e) Bilingual services for interpreting or translating materials or meetings **(as needed, consultant).**
- f) Travel expenses to attend in person workshops **(as needed, ICLTC staff/consultant).**

Task 4 Existing Conditions

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

Ongoing/Future

Task 1 Stakeholder Coordination and Task 2 Stakeholder Advisory Committee Meetings- continued throughout the project.

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

Task 5 Siting Analysis

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

Task 6 Infrastructure Analysis

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

Task 7 County Fleet Transition Analysis

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

Task 8 Economic Analysis

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

Task 10 Draft and Final Report as deliverables **(Q2-3, ICLTC staff/consultant)**

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

Task 11 Presentation of Board of Supervisors of Final Plan **(Q2-3, ICLTC staff/consultant)**.

2025/2026 Products

- Develop a database of suitable parcels for public charging
- Perform a gap analysis of identified parcels to identify parcels most in need of charging infrastructure
- Conduct a county operated site analysis for public and county-based EV charging
- Infrastructure analysis of County owned sites for EV charging feasibility
- Grid capacity and demand analysis
- County fleet transition analysis and timeline for transition
- Economic analysis and review of local ordinances
- Draft Implementation Plan and Board Review
- Adoption of the final EV charging Infrastructure and Network Plan

Work Element 400.3 Funding Sources:

RMRA SB1-C Funds	\$201,500
Programming, Planning Monitoring funds 11.47% in match (staff time)	\$26,111
Total:	\$227,611

WORK ELEMENT 400.4 Monitor Changes in Transportation Revenue and Funding Structure

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

2024/2025 Products:

- Attend bi-monthly RTPA and RCTF meetings **(Q1-4)**
- Attended CTC meetings when relevant to Inyo County projects **(Q1-4)**
- Monitor Road Charge pilot study for updates **(Q1-4)**
- Remain up-to-date with guidelines development workshops where policies that shape transportation funding are brought forward. Examples include CalSTA's Climate Action Plan for Transportation Infrastructure, Caltrans California Transportation Plan and Strategic Plans **(Q1-4)**
- Monitor changes to transportation funding as a result of the new Administration and DOGE **(Q3-4)**

Percent completion in FY2024-2025: 90%

Methods/Tasks (for FY2025/2026)

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

2025/2026 Products:

- Meeting notes and summaries internal documentation from participation in RCTF, RTPA, CTC and Caltrans meetings highlighting actionable items and funding-relevant insights.
- Public facing updates to ICLTC website or fact sheet that inform the public about how transportation projects are funded and how the system is changing.

Work Element 400.4 Funding Source:

Rural Planning Assistance	\$5,000
Total:	\$5,000

Amendment No. 1

WORK ELEMENT 400.5 Inyo County Evacuation Route Resilience Plan

Purpose: The ERRP is designed to improve public safety and community resilience by systematically identifying, evaluating, and prioritizing improvements to Inyo County's evacuation routes. The plan aims to make critical ingress/egress routes more resilient to the impacts of climate change—such as flooding, washouts, and road closures—so that residents, visitors, and emergency responders can safely travel during disasters.

2025/2026 Products:

- Begin work on Tasks 01,02,1,2 and 3 of grant, stakeholder coordination and committee development. **(Q1-4)**
- Various activities from Task 1—Stakeholder Coordination
- Developed Stakeholder list and strategized with consultant on initial stakeholder engagement meeting **(Q2 FY24-25) (Q3, staff)**
- Various activities from Task 2- Public Outreach:
- Developed Community Survey & Presentation materials in English and Spanish **(Q2-3 FY25-26, staff/consultant)**
- Developed interactive map tool using GIS to gather community input for high priority locations **(Q3 consultant)**
- Contacted Tribal Governments to coordinate timelines and assess future evacuation route planning efforts **(Q1-4, staff)**
- Draft completed of Task 3—Existing conditions:
- Conduct economic analysis evaluating financial investment requirements and economic costs and benefits of EV infrastructure implementation **(Q1, ICLTC staff, consultant)**

Percentage completion in FY2024/2025: 15%

Methods/Tasks (for FY2025/2026):

Task 01 Project Administration

- a) Provide meeting notes to Caltrans **(Quarterly, ICLTC staff)**
- b) Monitor work and expenses according to scope of work and cost schedule **(Quarterly, ICLTC staff/consultant)**
- c) Quarterly invoices and progress reports **(Quarterly, ICLTC staff)**
- d) Amendments to consultant contract as necessary **(ICLTC staff)**
- e) Monthly progress meetings with consultant team **(Monthly, ICLTC staff/consultant).**

Task 02 Consultant Procurement

- a) Manage any necessary contract amendments **(as needed, ICLTC staff)**

Task 1 Stakeholder Advisory Committee

- a) Conduct SAC meetings at key project milestones- initial kick-off, existing conditions review, CIPCA development, and draft plan review **(Q1-4, ICLTC staff/consultant)**

Task 2 Public Outreach

- a) Conduct bilingual community surveys and workshops/pop-ups in high-risk communities **(Q1-3, consultant)**
- b) Develop interactive GIS mapping tool to allow public to identify vulnerable areas and priority improvements **(Q1-2, consultant)**
- c) Summarize public input and integrate into project recommendations **(Q2-3, ICLTC staff, consultant)**

Task 3 Existing Conditions

- a) Compile database of evacuation routes with roadway, bridge, and culvert condition data **(Q1-3, consultant)**
- b) Perform vulnerability and hazard analysis using climate data and damage history **(Q2-3, consultant)**

Task 4 Capital Improvement Plan for Climate Adaptation (CIPCA)

- a) Develop prioritized list of evacuation route projects with cost estimates and implementation timeline **(Q3-4, consultant)**
- b) Prepare conceptual designs (up to 30%) for priority projects **(Q3-4, consultant)**

Task 5 Draft and Final Plan

- a) Produce Draft Evacuation Route Resilience Plan and solicit stakeholder/public review **(Q4, consultant)**
- b) Address comments and prepare Final ERRP and CIPCA project database **(Q4, consultant)**

Task 6 Board Approval

- a) Present final plan to the Inyo County Local Transportation Commissioners for adoption **(Q4, ICLTC staff)**

2025/2026 Products:

- Complete catalog and database of all community evacuation routes
- Identify vulnerabilities and risk areas for each route segment

- Conduct public workshops and outreach to collect local knowledge and priorities
- Develop Capital Improvement Plan for Climate Adaptation with prioritized projects
- Prepare conceptual plans (up to 30%) for top-priority projects
- Produce and circulate Draft Evacuation Route Resilience Plan for review
- Incorporate feedback and finalize plan documents and datasets (Excel, GIS)
- Present Final Plan to Local Transportation Commissioners for adoption.

Amendment No.1 Work Element 400.5 Funding Source:

Caltrans Sustainable Transportation Planning Grant:	\$197,422
Programming, Planning Monitoring Funds 11.47% in match (staff time)	\$25,578
Total:	\$233,000

WORK ELEMENT 500.1 Coordination & Regional Planning

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

2024/2025 Products:

- Monitor issues discussed by the Rural Counties Task Force **(bi-monthly, ICLTC staff)**
- Monitor issues discussed by the RTPA meeting group **(monthly, ICLTC staff)**
- Coordinate with Mono County on potential renewal of Tri-County MOU. **(Q1, Q3-4, ICLTC staff)**
- Senate Bill 402 Implementation and sign removal after sunset. Met with CA State Parks to assist with their own combined use program in Kern County. **(Q1-2)**
- Collaborate with Eastern Sierra Council of Governments (ESCOG) and Caltrans staff on Regional Projects, such as the Reconnecting Communities Highways to Boulevards grant program **(Q1)**
- Participate with the Fort Independence Tribe's development of a Transportation Plan **(Q2-4)**
- Coordinate with the Bishop Paiute Tribe's Clean Mobility Options projects **(Q1-4)**
- Coordinate with Kern County to program the Lone Pine Town Streets STIP project **(Q3)**
- Collaborate with Inyo Planning Department on a planning grant to improve evacuation route resiliency, which directly supports the Safety Element Update **(Q2)**
- Regular maintenance of the ICLTC website. **(Monthly, ICLTC staff)**
 - <https://www.inyocounty.us/government/commission/inyo-county-local-transportation-commission>

Percentage Completion in FY2024/2025: 90%

Methods/Tasks (for FY2025/2026):

1. Participate and coordinate in activities between Caltrans, ICLTC, ESTA and the ESCOG. **(Quarterly, as needed, ICLTC staff)**
2. Ensure public participation in regional planning processes by encouraging public meetings at planning stage, with emphasis on involvement of Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(Monthly, as needed, ICLTC staff)**

3. Engage with the Bishop Paiute Tribe to collaborate on a Cycle 8 ATP grant proposal.
4. Community Engagement- Through outreach, public meetings, web survey, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, electric vehicles, human powered or other. **(As needed, ICLTC staff/consultant)**.
5. Require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc. **(As needed, ICLTC staff/consultant)**
6. Participate in Intelligent Transportation Systems (ITS) training as offered for qualified County, State, Federal and other agencies, or organizations. **(As needed, ICLTC staff)**
7. Participate and coordinate with the Rural Counties Task Force (RCTF). **(Bi-monthly, ICLTC staff)**
8. Participate and coordinate with the RTPA meeting group. **(Monthly, ICLTC staff)**
9. Continue to develop criteria policies and guidelines addressing prioritization and selection of regional transportation projects. Develop strategies to increase discretionary funding for regional projects, including leveraging funding goals and/or policies that can be incorporated into the Regional Transportation Plan **(Quarterly, as needed, ICLTC staff)**
10. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C), Chapter 1, Sections 134(h)(3)(B), 134(i)(5), and 101(a)(23); IIJA, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(As needed, ICLTC staff/consultant)**
11. Coordinate with Tribal Governments to consider submittals of County and City roads, routes, and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(As needed, ICLTC staff/consultant)**
12. Coordinate with Tribal Governments to apply for grant funding for County and City roads that provide direct access to Indian Reservations. **(As needed, ICLTC staff/consultant)**
13. Evaluate the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles as per Assembly Bill 628 and Senate Bills 1354 & 402. These bills established a pilot program specific to Inyo County where certain non-street legal vehicles are allowed to operate on County maintained roadways and to cross the State Highway in several locations. Monitor issues related to the designation of combined use roads and seek public feedback. This task was initiated in FY2012-2013 and will be carried over FY2024-2025. The pilot program was extended and will sunset in January of 2025 unless California Legislature extends

the program or makes the current pilot program into permanent California law.

(Quarterly, as needed, ICLTC staff)

14. Coordinate with agencies such as the Bureau of Land Management (BLM) and volunteer/stewardship groups to conduct traffic counts, evaluate signage, incursions by OHV's onto non designated areas, and seek viable connections to designated areas, considering the future transition to street legal UTV's in California. **(Q1-4, ICLTC staff, volunteers)**
15. Participate as a technical advisory committee member for Caltrans District 9 ITS study. **(As needed, ICLTC staff)**
16. Implement the 2023 Regional Transportation Plan. (Q1-4, ICLTC staff)
17. Continue further research, discussion and planning regarding traffic and truck patterns in Bishop, specifically as it relates to the City's interest in pursuing a re-route or bypass to improve the accessibility and walkability of downtown Bishop. **(Q1-4, ICLTC staff)**
18. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen and alternative fueling stations in the region. **(Q1-4, ICLTC staff)**

2025/2026 Products:

- Regional coordination summary reports
- Periodic summaries (quarterly or annual) of key coordination activities with Caltrans, ESCOG, ESTA, Mono County, and Tribal Governments.
- Public engagement reports. Documents outreach methods, attendance, and feedback from public meetings, surveys, and forums.
- Cycle 8 ATP Grant Application (Draft/Final) developed with Bishop Paiute Tribe (pending mutual interest)
- Transportation project prioritization framework- Updated guidelines, scoring criteria, or policy memos for how regional transportation projects are prioritized for funding or inclusion in the RTP/STIP

Funding Source for Work Element 500.1:

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

WORK ELEMENT 510.1 Regional Transportation Plan

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

Previous work:

- Monitor implementation for the 2023 Inyo County Regional Transportation Plan (Q1-4)

Percent completion in FY2024/2025: 100%

Methods/Tasks (for FY2025/2026)

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

2025/2026 Products:

- Possible amendment to the 2023 RTP to reflect current project priorities and to ensure consistency with 2025 RTIP
- Updated RTP Maps and GIS Layers reflecting any relevant data changes or implementation actions (e.g., new project locations, future infrastructure sites)
- Annotated RTP addendum or amendments log; document tracking of small updates, clarifications, or recommended amendments to the 2023 RTP to help prepare for the next formal RTP update cycle (2027)

Funding Source for Work Element 510.1:

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

WORK ELEMENT 600.1 PMP/GIS

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

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

Previous Work:

The PMP was brought in-house during FY19/20. Staff attended training and surveyed approximately 1/3 of the road network. Every year, 1/3 of the local roads must be surveyed to ensure the road conditions are assessed every three years. Staff integrate fieldwork data collection into the PMP/GIS system. In FY23/24, staffing challenges created a gap in PMP data collection. During the FY24/25, in-house staff conducted 100% of the data collection, bringing the program up to date. The long-term plan is to train more junior employees to assist in the PMP.

2024/2025 Products:

- Pavement Management Annual Update, Capital Improvement Plan **(Q1-2)**

Percentage completion in FY2024/2025: 100%

Methods/Tasks (for FY2025/2026):

1. The Pavement Management Plan informs the Action Element of the RTP and the development of future RTIPs. This task includes:
 - a. Update the assessment of County and City Roads.
 - b. Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - c. Evaluate traffic classifications, street designations, materials and standards.

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

2025/2026 Products:

- Utilize DareeSoft AI camera during next inventory cycle to the extent possible to maximize productivity
- Utilize PMP data to inform the development of the Capital Improvement Plan for County and City roads.

Funding Source for Work Element 600.1:

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

WORK ELEMENT 700.1 Planning, Programming, and Monitoring

Purpose: The purpose of this work element is to plan and administer state transportation planning funds and improvement programs associated with statewide transportation planning. This includes participation with Caltrans and the California Transportation Commission funding programs and opportunities. These duties are funded by exclusively PPM funds. A majority of the tasks described here are the same as those in Work Elements 100.1, 200.1, 400.1, 400.2, 400.4, 500.1, 510.1, and 600.1.

Generally, the goal is:

- Development and implementation of the Regional Transportation Improvement Program (RTIP).
- RTIP and State Transportation Improvement Program (STIP) amendments as needed. Preparation and review of allocation, extension, and amendment requests from project sponsors.
- Assist project sponsors in filing required paperwork to Caltrans and California Transportation Commission (CTC).
- Monitoring the progress of state and federally funded projects, including project delivery, timely use of funds, and compliance with State law and CTC guidelines.
- Coordination with Caltrans on state highway projects, including PIDs.
- Process/monitor state and federal funding programs.
- Prepare state and federally mandated reports, including DBE reports, obligation reports, Regional Transportation Plan (RTP), bicycle planning, coordinated human services plan.
- Meetings with CTC and Caltrans, including Regional Transportation Planning Agency (RTPA) group and RCTF, STIP workshops, local assistance trainings.
- RTP development.
- IIJA implementation.
- Data collection for performance measures and the RTP.
- Outreach and engagement activities to gauge community interest and input for potential grant and projects.

Previous work:

- Implementation and monitoring of the 2024 STIP and the 2023 RTIP. **(Q1-4, ICLTC staff)**
- Continuous monitoring of local agency projects and coordination with District 9 on future programming on the State Highways. **(Q1-4, ICLTC staff)**
- Apply for HSIP grant funds, Sustainable Transportation Planning grant funds, Climate Adaptation Planning grant funds. **(Q1-4, ICLTC staff/consultants)**

- Conduct traffic counts to monitor transportation system. **(As needed, ICLTC staff)**.
- Collect PMP data to continue improvement to the in-house pavement management system. **(Q1-4, ICLTC staff/consultant)**
- Implementation of goals, policies, and objectives set forth in the RTP. **(Q1-4, ICLTC staff)**
- Continue to monitor combined use routes established pursuant to Assembly Bill 628 and Senate Bills 1354 & 402.0 **(Q1-2, ICLTC staff)**
- Update surveying, traffic data collection capabilities and trained additional staff. **(Q1-4, ICLTC staff)**.

Percent completion in FY2024/2025: 100%

Methods/Tasks (for FY2025/2026):

1. Monitor progress and programming of State Highway projects in current and future STIP cycles in accordance with the Memorandum of Understanding between the State of California, Department of Transportation and the Inyo County Local Transportation Commission, in accordance with MOUs with Caltrans and MOUs with neighboring agencies. **(Q1-4, ICLTC staff)**
2. Monitor progress and programming of local agency projects in current and future STIP cycles. This task does not include project management **(Q1-4, ICLTC staff)**
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees regarding planning future projects for STIP inclusion. **(as needed, ICLTC staff)**
4. Implementation of the 2024 Regional Transportation Improvement Program (RTIP). **(Q1-4, ICLTC staff)**
5. Attend California Commission meetings as necessary. **(Quarterly, as needed, ICLTC staff)**
6. Complete project specific tasks related to the implementation of the 2024 STIP. **(Q1-4, ICLTC staff)**
7. Monitor and assist with planning pursuant to continued progress of local projects and State highway projects. **(As needed, ICLTC staff)**
8. Provide planning assistance involving identification and development of local grant projects. **(as needed, ICLTC staff/consultant)**
9. Remain involved in the development and the allocation of funds for transportation and planning programs such as the Active Transportation Program, Sustainable Communities, etc. **(as needed, ICLTC staff/consultant)**
10. Assist with planning, CEQA and/or NEPA review of local projects and Caltrans projects to ensure consistency and compliance with regional planning documents. This task will not involve any site-specific environmental survey. **(as needed, ICLTC staff)**

11. Facilitate adequate public involvement and participation in the planning of local and state projects. **(as needed, ICLTC staff/consultant)**
12. Ensure that safety and security are considered in the planning and selection of alternatives for proposed local and Caltrans projects. **(as needed, ICLTC staff)**
13. Coordinate Statewide Integrated Traffic Records System (SWITRS) and other collision databases from local law enforcement agencies (CHP, Inyo County Sheriff, and Bishop Police) to identify, prioritize and incorporate safety considerations into the planning of transportation projects. **(as needed, ICLTC staff/consultant)**
14. Review data from local law enforcement and resource management agencies to identify, prioritize and incorporate measures into planning for transportation projects involving wildlife movement and related traffic safety. **(As needed, ICLTC staff/consultant)**
15. Participate and sponsor planning activities related to access and circulation at the Bishop Airport. **(as needed, ICLTC staff/consultant)**
16. Participate in public meetings and transportation studies to identify appropriate local projects to address local and regional transportation problems. **(as needed, ICLTC staff)**
17. Ensure access-management issues are included with all projects, review on local streets and roads and the state highway system. **(as needed, ICLTC staff)**
18. The ICLTC shall use performance measures in the evaluation and selection of future projects. **(as needed, ICLTC staff)**
19. Adhere to a system-wide Disadvantaged Business Enterprises (DBE) program. This task is not for specific project. It is for the overall DBE program **(as needed, ICLTC staff)**
20. For local land division projects, address dedication for right-of-way (ROW) needs and perfection of ROW title for State and local roadways. **(as needed, ICLTC staff)**
21. Secure a consultant to complete grant applications for a variety of programs such as the Active Transportation Program, FLAP, BUILD, Clean California, Sustainable Transportation Program, and the Highway Safety Improvement Program. **(as needed, ICLTC staff)**
22. Review the Pedestrian Facilities Inventory of County, City, and Tribal Government roadways and pursuant to the Americans with Disabilities Act. Prioritize projects and search for appropriate funding. **(as needed, ICLTC staff)**
23. Update the County and City-wide Active Transportation Plan. Continue to identify potential bicycle and pedestrian projects. **(as needed, ICLTC staff)**
24. Work with Inyo National Forest and Bureau of Land Management to obtain permanent easements and/or perfect right of way for County maintained roads. **(as needed, ICLTC staff)**

25. Coordinate with Caltrans, California Highway Patrol, and Inyo County Sheriff to focus on safety in public outreach and paying special notice to fatal and severe injury collisions. **(as needed, ICLTC staff/consultant)**
26. Develop Project Study Reports (PSRs) or PSR Equivalents. **(as needed, ICLTC staff/consultant)**
27. Attend trainings to develop local agency staff's ability to deliver Federal Aid and other types of transportation projects (Federal Aid training, Resident Engineers Academy and other similar trainings) **(as needed, ICLTC staff)**
28. Participate and coordinate in activities between Caltrans, ICLTC and the Eastern Sierra Council of Governments. **(as needed, ICLTC staff)**
29. Coordinate with Caltrans on relevant transportation planning studies such as:
- Corridor Plan
 - Transportation Plan
 - Climate Resiliency
 - Project specific public involvement activities
 - Truck traffic on Bishop Main Street
 - West Line Street Improvements
 - Caltrans District 9 Intelligent Transportation System (ITS) Master Plan
 - EV charging infrastructure planning
- (as needed, ICLTC staff)**
30. Ensure public participation in regional planning processes by encouraging public meetings at planning state, with emphasis on involvement with Caltrans, local agencies, the traditionally under-represented, and Tribal Governments. **(as needed, ICLTC staff/consultant)**
31. Ensure that planning and transportation operations address the needs and issues of all constituents. **(as needed, ICLTC staff/consultant)**
32. Require coordination of transportation planning with other planning efforts such as land use planning, CEA/NEPA review, air quality planning, watershed management, etc. **(as needed, ICLTC staff/consultant)**
33. Participate in Intelligent Transportation System (ITS) trainings. **(as needed, ICLTC staff)**
34. Participate and coordinate with the Rural Counties Task Force (RCTF) and attend monthly RTPA meetings. **(monthly, as needed, ICLTC staff)**
35. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects. **(as needed, ICLTC staff)**
36. Coordinate and consult with all five Federally recognized Tribal Governments in Inyo County to participate in individual consultation forums to affect compliance with Title 23, United States Code (U.S.C.), Chapter 1, Sections 134(h)(3)(B), 134 (i)(5),

and 101(i)(5); IIJA, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002. **(as needed, ICLTC staff/consultant)**

37. Implement ITS traffic circulation recommendations that develop out of community planning efforts. **(as needed, ICLTC staff/consultant)**
38. Coordinate with Tribal Governments to consider submittals of County and City roads, routes and bridges for grant funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system. **(as needed, ICLTC staff/consultant)**
39. Coordinate with Tribal Governments to apply for grant funding for County and City roads that provide direct access to Indian Reservations. **(as needed, ICLTC staff/consultant)**
40. Implement planning-related proposals included in the Eastern Sierra Corridor Enhancement Plan for US3095 if feasible. **(as needed, ICLTC staff)**
41. Evaluate and implement the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles. **(Q1-4, ICLTC staff)**
42. Coordinate with agencies such as the Bureau of Land Management (BLM) USFS, LADWP to evaluate feasible sites for ZEV infrastructure **(Q1-4, ICLTC staff)**
43. Development and update of a Pavement Management System for the County of Inyo as follows:
 - Update the assessment of County and City roads.
 - Develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Evaluate traffic classifications, street designations, materials, and standards.
 - Develop a computerized 3-year pavement management plan and capital improvement plan.

(Q1-4, ICLTC staff)

44. Update the City and County Pavement Management Plan (PMP), with 1/3 of the system being updated each year. This work element is used for PMP activities if RPA funds are exhausted. **(Q1-4, ICLTC staff)**
45. Develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies. **(as needed, ICLTC staff)**
46. Use ArcView or ArcMap to develop countywide GIS database that will identify and characterize current projects; and characterize County and City roads for general planning and management purposes. This task includes GIS-related trainings for City and County staff. **(as needed, ICLTC staff)**
47. Utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues. **(as needed, ICLTC staff)**
48. Work with Caltrans to integrate regional GIS data. **(as needed, ICLTC staff)**

49. Collect GPS data on local streets and roads to incorporate into GIS applications. This includes taking centerline GPS readings of the entire Inyo County Maintained Mileage System. **(Q1-4, ICLTC staff)**
50. Purchase FAA approved drone for the monitoring of construction or project progress, identification of bottlenecks, and review of real-time data on project resource use. **(as needed, ICLTC staff)**
51. Purchase video or stop-motion traffic counters to assist with monitoring road use, use trends, and to differentiate between vehicle types (cars, trucks, motorcycles, bicycles, non-street legal vehicles, and pedestrians). **(as needed, ICLTC staff)**
52. As needed, purchase updated Trimble surveying software and new data collector to facilitate road GIS mapping, data collections and pavement management. **(as needed, ICLTC staff)**
53. Pay for training as needed to use existing engineering staff to collect GIS, pavement data and other data with new data collector and software. **(as needed, ICLTC staff)**
54. Indirect Overhead costs of LTC; 1/3 of County Cost Plan, Liability Insurance & Workers Comp. **(Quarterly, ICLTC staff)**
55. Provide public interaction through answering LTC main phone number and staffing a public office. **(daily, ICLTC staff)**
56. Community Engagement- Through outreach, public meetings, web surveys, and internal process ensure that transportation planning projects address the needs and issues of all constituents, whether urban, rural, traditional vehicles, human powered, electric vehicles or other. Ensure planning projects consider and address the needs of traditionally underrepresented populations/groups and Tribal Governments. **(as needed, ICLTC staff/consultant)**
57. Confer with City of Bishop and County planning staff in the development of their respective Housing Elements. **(as needed, ICLTC staff/consultants)**
58. Implement the 2024 RTIP. **(Q1-4, ICLTC staff)**
59. Identification of future needs and opportunities for RTP implementation, i.e., airport circulation enhancements with the anticipation/implementation of year-round commercial air service. **(as needed, ICLTC staff)**
60. Reports on meetings held by regional planning committees and stakeholders; identify topics that can enhance or improve the RTP. **(as needed, ICLTC staff)**
61. Coordinate with transit operator to evaluate current information on the state of transit assets, and research the required maintenance needs for alternatively fueled vehicles and infrastructure. **(as needed, ICLTC staff)**
62. Develop a consortium to monitor the transition to alternative fueling and zero emission vehicles, and coordinate with neighboring counties and agencies such as Caltrans and ESTA to consider the feasibility and siting of hydrogen fueling stations in the region. **(Q1-4, ICLTC staff)**

WORK ELEMENT 700.1 Cross Reference with Activities and Timelines

Task #	Task Description	Similar Task (WE-Task)	Timeline	By Whom
1	Monitor State Projects	200.1-1; 200.1-3; 200.1-2; 100.1-8	Q1-Q4	ICLTC staff
2	Monitor Local Projects	200.1-2; 200.1-1; 400.1-2; 400.2-3	Q1-Q4	ICLTC staff
3	Attend LTC Meetings	200.1-3; 200.1-1; 400.5-Task 6 Board Approval; 400.1-3	As Needed	ICLTC staff
4	Implement RTP	200.1-4; 500.1-16; 300.1-8; 600.1-2	Q1-Q4	ICLTC staff
5	Attend LTC Meetings	200.1-8; 400.3-Task 2 Stakeholder Advisory Committee; 400.5-Task 02 Consultant Procurement; 100.1-8	Quarterly, As Needed	ICLTC staff
6	Implement RTP	300.1-8; 500.1-16; 300.1-7; 600.1-2	Q1-Q4	ICLTC staff
7	General Coordination and Reporting	200.1-1; 100.1-8; 200.1-2; 400.1-3	As Needed	ICLTC staff
8	Develop Plans or Studies	400.1-8; 400.1-7; 400.1-3; 400.1-9	As Needed	ICLTC staff; Consultant
9	Develop Plans or Studies	400.1-1; 400.2-1; 400.2-12; 400.2-14	As Needed	ICLTC staff; Consultant
10	Review Plans or Programs	400.1-2; 400.2-3; 500.1-2; 200.1-2	As Needed	ICLTC staff
11	General Coordination and Reporting	400.1-8; 500.1-2; 400.1-3; 400.1-7	As Needed	ICLTC staff; Consultant
12	General Coordination and Reporting	400.1-3; 400.2-6; 400.1-8; 400.1-7	As Needed	ICLTC staff
13	Coordinate with Agencies	400.1-4; 400.2-7; 400.2-8; 400.1-5	As Needed	CHP; Inyo County Sheriff; ICLTC staff; Consultant
14	Review Plans or Programs	400.2-8; 400.1-5; 400.2-7; 400.1-4	As Needed	ICLTC staff; Consultant
15	General Coordination and Reporting	400.1-6; 400.2-9; 500.1-1; 400.1-8	As Needed	ICLTC staff; Consultant
16	Attend LTC Meetings	400.2-10; 400.1-7; 200.1-8; 500.1-2	As Needed	ICLTC staff
17	Review Plans or Programs	400.2-6; 400.1-3; 100.1-8; 100.1-7	As Needed	ICLTC staff
18	General Coordination and Reporting	400.1-8; 400.2-11; 400.1-3; 310.1-6	As Needed	ICLTC staff
19	General Coordination and Reporting	400.2-11; 200.1-2; 400.1-3; 310.1-4	As Needed	ICLTC staff
20	General Coordination and Reporting	400.2-10; 400.1-3; 400.1-7; 400.2-6	As Needed	ICLTC staff
21	General Coordination and Reporting	400.2-1; 400.1-1; 400.2-12; 400.2-6	As Needed	ICLTC staff
22	Review Plans or Programs	400.1-11; 400.2-13; 500.1-11; 500.1-12	As Needed	ICLTC staff
23	Prepare or Update Reports	400.2-14; 600.1-2; 400.5-Task 6 Board Approval; 500.1-16	As Needed	ICLTC staff
24	General Coordination and Reporting	500.1-11; 310.1-8; 200.1-3; 400.1-12	As Needed	ICLTC staff
25	Coordinate with Agencies	400.2-15; 400.1-12; 200.1-1; 400.1-9	As Needed	ICLTC staff; Consultant
26	Develop Plans or Studies	400.3-Task 2 Stakeholder Advisory Committee; 200.1-7; 400.1-10; 310.1-4	As Needed	ICLTC staff; Consultant
27	Develop Plans or Studies	500.1-6; 100.1-3; 400.1-7; 400.2-10	As Needed	ICLTC staff
28	Coordinate with Agencies	500.1-1; 100.1-7; 400.1-9; 310.1-13	As Needed	ICLTC staff
29	Coordinate with Agencies	500.1-2; 400.2-10	As Needed	ICLTC staff
30	Attend LTC Meetings	500.1-2; 100.1-9; 400.1-9; 400.2-10	As Needed	ICLTC staff; Consultant
31	General Coordination and Reporting	400.2-2; 500.1-4; 400.1-3; 400.1-8	As Needed	ICLTC staff; Consultant
32	Review Plans or Programs	500.1-5; 400.1-8	As Needed	ICLTC staff; Consultant
33	General Coordination and Reporting	500.1-6; 310.1-5; 500.1-15; 200.1-8	As Needed	ICLTC staff
34	Attend LTC Meetings	500.1-7; 500.1-8; 100.1-2; 100.1-7	Monthly As Needed	ICLTC staff
35	Develop Plans or Studies	500.1-9; 400.1-8; 400.2-10; 400.1-3	As Needed	ICLTC staff

36	Coordinate with Agencies	500.1-10; 400.1-9; 100.1-7; 400.2-12	As Needed	ICLTC staff; Consultant
37	Implement RTP	400.1-8; 400.3-Task 2 Stakeholder Advisory Committee; 500.1-5; 300.1-7	As Needed	ICLTC staff; Consultant
38	Coordinate with Agencies	500.1-11; 500.1-12; 400.1-9; 400.1-11	As Needed	ICLTC staff; Consultant
39	Coordinate with Agencies	500.1-12; 500.1-11; 400.1-9; 400.2-12	As Needed	ICLTC staff; Consultant
40	Implement RTP	310.1-8; 500.1-16; 310.1-12; 400.2-11	As Needed	ICLTC staff
41	General Coordination and Reporting	500.1-13; 310.1-6; 600.1-6; 600.1-2	Q1-Q4	ICLTC staff
42	Coordinate with Agencies	400.1-13; 500.1-14; 400.1-14; 500.1-18	Q1-Q4	BLM; ICLTC staff
43	Prepare or Update Reports	600.1-1; 600.1-2; 600.1-3; 600.1-6	Q1-Q4	ICLTC staff
44	Prepare or Update Reports	600.1-2; 600.1-1; 310.1-12; 500.1-11	Q1-Q4	ICLTC staff
45	Develop Plans or Studies	600.1-3; 600.1-2; 400.5-Task 6 Board Approval; 500.1-12	As Needed	ICLTC staff
46	Develop Plans or Studies	200.1-2; 500.1-12; 600.1-3; 400.1-3	As Needed	ICLTC staff
47	Develop Plans or Studies	600.1-4; 310.1-5; 400.1-3; 500.1-9	As Needed	ICLTC staff
48	General Coordination and Reporting	600.1-5; 310.1-7; 400.1-12; 310.1-2	As Needed	ICLTC staff
49	General Coordination and Reporting	600.1-6; 400.1-4; 400.2-7; 400.5-Task 6 Board Approval	Q1-Q4	ICLTC staff
50	Review Plans or Programs	400.1-8; 400.2-11; 310.1-5; 310.1-6	As Needed	ICLTC staff
51	General Coordination and Reporting	310.1-18; 100.1-3	As Needed	ICLTC staff
52	Prepare or Update Reports	600.1-2	As Needed	ICLTC staff
53	General Coordination and Reporting	500.1-6; 600.1-5; 100.1-3; 100.1-7	As Needed	ICLTC staff
54	General Coordination and Reporting	300.1-10; 100.1-13	Quarterly	ICLTC staff
55	General Coordination and Reporting	300.1-13; 310.1-16; 100.1-11	Daily	ICLTC staff
56	Attend LTC Meetings	400.2-2; 500.1-4; 500.1-2; 400.2-10	As Needed	ICLTC staff; Consultant
57	Develop Plans or Studies	400.2-4; 100.1-7; 310.1-1; 310.1-8	As Needed	ICLTC staff
58	Implement RTP	500.1-16; 200.1-4; 300.1-7; 300.1-8	Q1-Q4	ICLTC staff
59	Implement RTP	310.1-8; 100.1-8; 310.1-6; 300.1-4	As Needed	ICLTC staff
60	Attend LTC Meetings	400.1-3; 400.1-7; 500.1-2; 400.1-8	As Needed	ICLTC staff
61	Coordinate with Agencies	300.1-4; 310.1-6; 310.1-5; 310.1-18	As Needed	ICLTC staff
62	Coordinate with Agencies	400.1-14; 500.1-18; 310.1-9; 500.1-1	Q1-Q4	ICLTC staff

2025/2026 Products

- Final 2025 RTIP Document- Includes project list, funding allocations, and consistency with the RTP. Submit to the California Transportation Commission (CTC) by December 15th
- Project Study Report (PSR) for Lone Pine Town Streets expanded scope
- STIP Workshop Materials- Agendas, presentations, and notes from outreach workshops to identify and prioritize RTIP projects
- Track timelines, funding use, and milestones for STIP and other funded projects
- Documentation of attendance and input provided at CTC meetings and guidelines workshops
- Pavement Management Update Report includes new PCI data collected, updated condition maps, and planned investment strategy

- Discretionary Grant Matrix and Timeline Tracks relevant federal/state grant opportunities, deadlines, match requirements, and target projects.
- Tribal consultation record of engagement with Tribal Government on STIP and RTP projects
- Discretionary grant matrix and timelines tracker of relevant federal/state grant opportunities, deadlines, match requirements, and target projects.
- Summaries of engagement with Tribal Governments on STIP and RTP projects
- Documentation of public engagement, community meetings, virtual outreach, and survey input related to programming and planning.

Work Element 700.1 Funding Source:

Planning, Programming and Monitoring Fund (FY24/25):	\$180,000
Total:	\$180,000

2025/2026 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE					
Number	Description	RMRA	RPA	RPA-CO (\$57,500)	LTF	PPM	TOTAL
100.1	Compliance & Oversight		\$90,000	\$10,000			\$100,000
110.1	Overall Work Program		\$15,000				\$15,000
200.1	Regional Transportation Improvement Program		\$15,000				\$15,000
300.1	Administer Transit				\$122,046		\$122,046
310.1	Coordinate Transit Services				\$10,000		\$10,000
400.1	Project Development & Monitoring		\$95,500	\$47,500			\$143,000
400.2	Development of Grant Proposals		\$30,000				\$30,000
400.3	Inyo County Electric Vehicle Charging Infrastructure and Network Plan	\$201,500				\$26,111 (11.47% Match)	\$227,611
400.4	Monitor changes in Transportation Funding		\$5,000				\$5,000
400.5	Inyo County Evacuation Route Resilience Plan	\$197,422				\$25,578 (11.47% Match)	\$223,000
500.1	Regional Transportation Plan Coordination & Regional Planning		\$15,000				\$15,000
510.1	Regional Transportation Plan		\$2,000				\$2,000
600.1	PMP/GIS		\$48,000				\$48,000
700.1	Planning, Programming & Monitoring					\$180,000	\$180,000
	TOTALS	\$398,922	\$315,500	\$57,500	\$132,046	\$231,689**	\$1,135,657

**FY2023/2024 & FY2024/2025 PPM Funding

GLOSSARY OF TERMS AND ACRONYMS

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

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

Active Transportation Program (ATP): Created in 2013 by the passage of SB99 and AB 101, The Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Local Transportation Fund (LTF): The LTF is derived from a ¼-cent general sales tax collected statewide. The State of Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each country's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

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

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

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

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

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

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

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

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

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation

project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA):

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

Regional Improvement Program (RIP): The TIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second program, the Interregional Improvement Program receive 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

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

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

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

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

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

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

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; and local consolidated transportation service agencies. The SSTAC meets at least once annually and has the following responsibilities:

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

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

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

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

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

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

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

Vehicle Miles Traveled (VMT): VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.