



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
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Doug Wilson, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

**Bishop City Council Chambers
377 W. Line St., Bishop, CA 93514**

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Anyone wishing to speak, please obtain a card from the Transportation Commission Secretary and indicate each item number you would like to discuss. Return the completed card to the Transportation Commission Secretary before the Commissioners consider the item(s) about which you wish to speak. You will be allowed to speak about any item before the Commission takes action on it.

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. No cards need be submitted in order to speak during the "Public Comment" period.

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

February 15, 2012

9:00 a.m. Open Meeting

ITEM NO. 1 Roll Call

ITEM NO. 2 Public Comment

ACTION ITEMS

ITEM NO. 3 Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of January 18, 2012.

ITEM NO. 4 Authorize the Executive Director to sign a Cooperative Master Agreement between the Inyo County Local Transportation Commission (LTC) and Caltrans for the completion of the West Line Street Sidewalk Transportation Enhancement project.

DISCUSSION ITEMS

ITEM NO. 5 Inyo National Forest Transit Grants Update

ITEM NO. 6 Inyo LTC 1st and 2nd Quarter Financial Reports

INFORMATIONAL ITEMS

ITEM NO. 7 ESTA Report
Inyo Operating Report from July – December 2011

ITEM NO. 8 Tribal Report

ITEM NO. 9 Caltrans Report

ITEM NO. 10 City of Bishop Report

ITEM NO. 11 Executive Director's Report
County update for projects funded by the STIP, TE, HSIP, and HBP

ITEM NO. 12 Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

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Doug Wilson, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Inyo County Board of Supervisors' Chambers
224 N. Edwards St., Independence, CA 93526

January 18, 2012

9:00 a.m. Bob Kimball called the meeting to order.

ITEM NO. 1 Roll Call

Commissioners Present:

Susan Cullen
Bob Kimball
Marty Fortney
Doug Thompson
Laura Smith

Others Present:

Troy Patton, Cartago resident
Susie Patton, Cartago resident
Claudine Meylemans, Ranch House Café Owner
Scott Palamar, Cartago resident
Ranjit Singh, Olancha Mobil
David Bloom, Caltrans
Ron Chegwiddden, Caltrans
Cedrik Zemitis, Caltrans
Brad Mettam, Caltrans
John Thomas, interested public
John Helm, Eastern Sierra Transit Authority (ESTA)
Jill Batchelder, ESTA
Courtney Smith, Inyo County
Ryan Standridge, Inyo County

ITEM NO. 2 Public Comment

Claudine Meylemans a resident of Lone Pine and owner of Ranch House Café introduced herself. Mrs. Meylemans is requesting the commission not support the Caltrans preferred alternative for the Olancho-Cartago four lane project. Additionally, she believes existing businesses should be compensated for the impact of the project. She listed several reasons why she felt the residents' comments in Olancho and Cartago are being ignored by Caltrans.

Bob Kimball informed the Public that the Commission is limited to respond during public comment.

ACTION ITEMS

ITEM NO. 3 Courtney Smith asked for the nomination of a commissioner for Chair and Vice-Chair. Marty Fortney nominated Bob Kimball for the Chair and Susan Cullen seconded the nomination. Marty Fortney Nominated Doug Thompson for the Vice Chair and Laura Smith seconded the nomination. Bob Kimball closed the nomination and called for a vote.

Motion passed 5-0

ITEM NO. 4 Secretary of the Local Transportation Commission - Request approval of the minutes of the special meeting of December 7, 2011.

Susan Cullen moved to approve the minutes of the special meeting of December 7, 2011. Marty Fortney seconded the motion.

Motion carried 5-0

ITEM NO. 5 Request Commission consider the submittal of a letter asking for clarification from the Caltrans District 9 Office on why the preferred alternative for the Olancho – Cartago Four Lane project was chosen.

Susan Cullen and Rick Pucci met with Caltrans and reviewed the alternative chosen. Susan recommends a workshop for the Olancho residents held by Caltrans.

Courtney Smith stated that he had represented to the public and Caltrans that the letter being considered for submittal to Caltrans would be in support of a letter in support of Alternative 1. A careful review of the recording from the special December meeting revealed that he was incorrect and that the letter being considered by the Commission today asks for clarification from the Caltrans District 9 Office on why the preferred alternative for the Olancho – Cartago Four Lane project was chosen.

Bob Kimball explained that some members of the Commissioners have information that the public does not because of their participation in the project development team. The project needs to move forward regardless of the numerous circumstances that have been brought before the commission by the public in the last few meetings regarding the alternative chosen. The fact is that Caltrans has the final decision to choose the preferred alternative.

Doug Thompson stated he believes that the preferred alternative will destroy the community of Olancha. Historically, towns that are proactive in planning tend to be those that continue to succeed. He gave examples of towns that were considered for or have been bypassed in the past such as Norco, a small town in Idaho, and Williams, Arizona. Norco had a strong vision for large horse-friendly lots and has succeeded as a result. In Williams, the corporations purchased all the land at the off ramps and hurt the old downtown core. In the U.S. 395 corridor, the economy is centered on services. U.S. 395 is our factory. Bypassing the community creates a deficit. The community is further impacted by the holding of the City of Los Angeles and their inability to divest property. Doug referenced a bad accident he saw at the Devore interchange. We hear that Caltrans can't choose Alternative 1, but they can. In our area, the highway going through town is about survival. The bypass will wipe out about 30-40 families in Olancha. Caltrans should sit down with the community to find solutions.

Scott Palamar addressed the commission stating the tone has changed amongst the commission regarding the preferred alternative. He asked for the Commission if this is the case. Mr. Palamar stated that the commission did not clarify if LTC had the ability to withhold the funding of the Olancha/Cartago project.

Bob Kimball explained that under the circumstances we are coming to the best solution. He agreed with Doug that the community should take their future in their hands and do whatever it takes to be a viable retail community. This project has to be done for safety standpoint if nothing else. Caltrans job is to move traffic through an area as safely as possible. The combination of alternative 3 and 4 is not well liked but it meets the safety requirements.

Scott Palamar said that citizens of Olancha and Cartago need government support. He said he owns a significant amount of property in Cartago. Alternative 4 might be the best for his properties, but he believes that either Alternative 1 or the No Build Alternative would be the right choice and would be for the greater good. He submitted a letter to Caltrans that is attached to the agenda packet that details how the preferred alternative is about a mile longer and that it will significantly increase carbon emissions from vehicles over time.

Bob Kimball confirmed that the LTC commission has the ability to fund a project or not to fund it. Alternative 1 has negative impacts to the community in that it will likely take out the Ranch House Café and the Post Office. The Olancha/Cartago project has moved forward and it's late in the game to reconsider funding.

Scott Palamar said he refers to the project as a "slow moving car wreck." If the commission is not going to be in support of alternate 1 they are going to submit to Caltrans.

Bob Kimball explained that once the community reviews the differences between the alternatives it makes more sense although it is against the public's wishes. The out and out factual difference does make a difference and Caltrans may not take emotional

differences into account. The Commission makes the best determination from the information given.

Laura Smith expressed that the decision has not been made. The concern is for the people who are significant impact. The project is underway, but construction is not set in stone. The LTC has a significant role in funding the project. There has been an outreach to the public by Caltrans. The comments and letters are evidence that there has not been strong communication with the people that the project affects. She would like to see Caltrans communicate more effectively with the public.

Scott Palamar believes that Caltrans only goes through the motion of public input. Mr. Palamar asked the Commission give him their individual decision on whether they support Caltrans or the Public. The citizens are looking for meaningful support. If the common sense alternative is not chosen, the citizens will have to hire attorneys.

Doug Thompson said that in a fair and just society, the citizens of Olancho would be compensated for the business they will have lost by the construction of the bypass.

Scott Palamar argued that the impact to Olancho by the bypass will be significant. The traffic on Highway 190 is negligible. The property owners along U.S. 395 know how their properties will be affected. He does not think that the impact of Alternative 1 to the Ranch House Café is a big deal. He also mentioned that he submitted a letter to the editor trying to disprove Lacey's comment letter and concern about his corrals along the existing alignment.

Marty Fortney mentioned that Mr. Lacey is concerned about more than Mr. Palamar indicated. He does not understand why Caltrans wants such a wide right of way for Alternative 1. He indicated his understanding that the Board of Supervisors continues to support Alternative 1. He believes that Caltrans needs to re-engineer Alternative 1 and make it more reasonable for the community. Marty informed Mr. Palamar that the commission understands where he is coming from and that he has been heard at numerous meetings. Marty's hope is for Caltrans to re-evaluate Alternative 1, but he warned that the community should be careful what it asks for - you may get a freeway through town like Independence.

Bob Kimball said that a workshop is needed. Caltrans ultimately would have to choose to work with the public. It is Caltrans job to conduct the public outreach.

Scott Palamar warned the audience that their comments will not be heard.

Cedrik Zemitis stated that the comments, and letter received in the meeting will be brought back to Tom Hallenbeck. It is unusual to hold a meeting at this point in the environmental review process. Tom Hallenbeck will have to make the decision on the outreach to the LTC and public. Bob recommend to Caltrans that they approach it with openness not with a mind set that it is already done. Brad Mettam explained that there is a team of people helping Mr. Hallenbeck make the decisions. Brad recommends submitting a letter to Caltrans to receive an official answer.

Bob Kimball asked when the final environmental document will be released. Cedrik replied that it will not be until 2013.

Doug Thompson moved to approve the submittal of a letter asking for clarification on why the preferred alternative was chosen. Marty Fortney seconded.
Motion Carried 5 - 0

ITEM NO. 6 Courtney Smith requests Commission approve, by minute order, the submittal of a letter of support for the City of Bishop Sustainable Communities Grant application for a targeted update of their General Plan. The Inyo County LTC supported the City's efforts to update their Circulation Element. Much of the City of Bishop General Plan has not been updated since the early 1990s. The Regional Transportation Plan includes multiple goals, policies, and objectives that support the City of Bishop's grant purpose.

Laura Smith moved to approve the submittal of a letter of support. Susan Cullen seconded.
Motion Carried 5 - 0

ITEM NO. 7 Courtney Smith requests the Commission approve Resolution No. 2012-01 approving a Master Agreement between the Commission and the State for the completion of currently allocated transit projects. The agreement was originally entered into on December 1, 2001. Since the last agreement, Inyo Mono Transit has been replaced by the Eastern Sierra Transit Authority, an agency formed by a Joint Powers Agreement between the two Counties and the Town and City. The County does not like to manage funds for a project when there is another local agency eligible to administer the funds. Caltrans informed LTC staff that it is not possible to change the recipient agency to ESTA for the projects that have already been allocated. The resolution will approve an agreement between the LTC and the State to complete the three projects that have already been programmed. Staff recommends for future STIP projects have ESTA as the direct recipient of these funds.

Doug asked for clarification on ESTA being a free agent and not having to use the LTC.

Courtney explained that it is only for projects allocated through the CTC. This will not affect the review and distribution of TDA funds. ESTA is the only public transit agency in Inyo County making them the only entity eligible to receive this type of STIP-related funds.

Bob Kimball inquired about future transportation companies eligible to apply for funding.

Courtney explained that a MOU with the county would need to be entered and new funding sources would need to be identified. The resolution can be revisited enabling the LTC to enter into a new Master Agreement plan.

Marty Fortney motioned to approve resolution No. 2012-01. Susan Cullen seconded.
Motioned Carried 5 - 0

DISCUSSION ITEMS

None

INFORMATIONAL ITEMS

ITEM NO. 8 ESTA Report

John Helm reported that there is an across the board decrease in ridership. Staff is unsure what the explanation is, though fare increases may be a factor. Operating costs, especially for fuel, are below budget they are generally within their budget. John cautions the commission that energy expenses can change rapidly and change that number. The Charleston View service provided by looping back from Pahrump to Tecopa had riders the first week but none since then. As a result ESTA discontinued this service expansion. The new reservation policy for the evening Bishop to Lone Pine route is in full effect. The grace period ended in December. The tribal transit grant was successful for \$100,000 and supplements the existing Dial-A-Ride service on the Bishop Reservation. ESTA is working with the Inyo and Mono LTCs to implement the recommendations of the roles and responsibility study. The goal is to remove the middle man in grant programs such as the PTMISEA where possible.

Susan Cullen asked if the CREST southbound ridership is down.

Jill Batchelder informed the commission CREST southbound ridership is down slightly and ESTA will present ridership numbers to the LTC at the February meeting.

ITEM NO. 9 Tribal Report

None

ITEM NO. 10 Caltrans Report

Brad Mettam informed the commission that state route 120 is closed in anticipation of the coming storms. Construction Projects are on winter suspension. The Governor's draft budget was released early January. There is a proposal to realign some transportation-related agencies.

Cedrik explained that High Point SHOPP construction project will start in spring and have a night time closure from 7:00 P.M. to 7:00 A.M. in May for an estimated 14 day period. There will be a 20 Min delay for the remainder of the summer. Nevada emergency services have been contacted to let them know of the traffic increase on the Smith Valley shortcut.

ITEM NO. 11 City of Bishop Report

Courtney informed the commissioner that David Grah apologized for his absence requested Courtney to speak on his behalf. The environmental phase for Warren St is slotted to be allocated for the CTC next Wednesday.

ITEM NO. 12 Executive Director's Report

The county has been working on implementing Assembly Bill 628. The legislation expands the mileage limit for combined use of roads from 3 miles to 10 miles. The County is required to establish procedures for the implementation of the Pilot Program.

Combined-use roads allow the use of County-maintained roads by off highway vehicles in certain circumstances as approved by the Board of Supervisors. A draft mitigated negative declaration has been released for the adoption of the implementing procedures and the future designation of combined-use roads. . The environmental document has been released for a 30-day public comment period and can be viewed at the Inyo County LTC website by following the “Relevant documents and studies” link. The required signage for this project will be funded by the California Department of Parks and Recreation OHV division. Caltrans is required to approve the signage plan used by the County on combined-use routes.

The County has held interviews for the selection of a Public Works Director. We’ll let you know when a candidate is selected.

LTC staff participated in a meeting of the Eastern CA Transportation Planning Partnership. The primary topic of concern was regarding the Memorandums of Understanding on the State highway system. The Kern Council of Governments Interim Executive Director, Robert Ball, emphasized that both the Kern COG Board and Technical Advisory Committee are committed to repaying their MOU shares on future projects. Staff will keep your Commission up to date on any proposed changes to the existing MOUs.

There was a question last month over the potentially programming of Public Transportation Account funds for Bus Shelters in the City of Bishop. These funds will carry over into the general Inyo Share balance for the 2014 STIP cycle.

ITEM NO. 13 Reports from all members of the Inyo County LTC
None.

CORRESPONDENCE

Letters were included in the packet. There were no further comments.

ADJOURNMENT

Bob Kimball adjourned the meeting at 10:22

Attest:

Doug Wilson
Executive Director

By Ryan Standridge, Secretary



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Doug Wilson
Executive Director

STAFF REPORT

MEETING: February 15, 2012

PREPARED BY: Courtney Smith, Transportation Planner

SUBJECT: Cooperative Agreement for West Line Street

Recommended Action

Authorize the Executive Director to sign a Cooperative Master Agreement between the Inyo County Local Transportation Commission (LTC) and Caltrans for the completion of the West Line Street Sidewalk Transportation Enhancement project.

Background

This project was initially programmed in the 2010 Statewide Transportation Improvement Program (STIP) by your Commission in response to a Call for Projects. In the 2012 Regional Transportation Improvement Program (RTIP), your Commission programmed cost increases and changed some program amounts for this project. The California Transportation Commission is scheduled to approve the Inyo County LTC RTIP this March, at which time it will become part of the STIP.

Analysis

This project is slightly different than other local or State projects. This type of project is not covered under the existing agreements between the State and the City or County. The State is requesting that this Master Agreement be completed to formalize the arrangement between the State and the LTC.

This project has already been selected and programmed. This agreement fills a void by addressing a slightly different type of funding arrangement. The Cooperative Master Agreement has already been reviewed and signed by County Counsel. This is essentially a housekeeping type of clarification.

COOPERATIVE AGREEMENT Contribution Only

This agreement, effective on Feb 15, 2012, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Inyo County Local Transportation Commission, referred to as “**Inyo LTC**”.

RECITALS

1. CALTRANS and **Inyo LTC**, collectively referred to as PARTNERS, are authorized to enter into a cooperative agreement for improvements to the SHS per Streets and Highways Code sections 114 and 130.
2. CALTRANS is building a project that involves **constructing curb, gutter, sidewalks and widening pavement to conform at the City of Bishop and west of the City of Bishop in the unincorporated County of Inyo, on Highway 168 from Barlow Lane to 0.2 miles west of Pioneer Lane**, referred to as PROJECT.
3. **Inyo LTC** will contribute funds to PROJECT. Contributed funds will be used for the PROJECT.
4. PARTNERS now define in this agreement the terms and conditions of this contribution.

RESPONSIBILITIES

5. CALTRANS is the SPONSOR and IMPLEMENTING AGENCY for PROJECT.
6. **Inyo LTC** is a FUNDING PARTNER contributing a fixed amount towards PROJECT.

DEFINITIONS

FUNDING PARTNER – A partner who commits a defined dollar amount.

IMPLEMENTING AGENCY – The partner responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

PARTNERS – The term that collectively references all of the signatory agencies to this agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one partner’s individual actions legally bind the other partners.

SPONSOR – The partner that accepts the obligation to secure financial resources to fully fund PROJECT. This includes any additional funds beyond those committed in this agreement necessary to complete the full scope of PROJECT defined in this agreement or settle claims.

SCOPE

7. CALTRANS is responsible for all work for PROJECT.

COST

8. **Inyo LTC** will contribute a fixed amount of \$1,377,000 of **Federal Transportation Enhancement** funds.
9. CALTRANS will administer all federal funds.

GENERAL CONDITIONS

10. All obligations of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
11. Neither **Inyo LTC** nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS or arising under this agreement. It is understood and agreed that, CALTRANS will fully defend, indemnify, and save harmless **Inyo LTC** and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS under this agreement.
12. This agreement is intended to be PARTNERS' final expression and supersedes all prior oral understanding or writings pertaining to PROJECT.
13. This agreement will terminate upon receipt of the final payment from the FHWA to CALTRANS.

However, all indemnification provisions will remain in effect until terminated or modified in writing by mutual agreement.

SIGNATURES

PARTNERS declare that:

1. Each partner is an authorized legal entity under California state law.
2. Each partner has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

INYO COUNTY LOCAL
TRANSPORTATION COMMISSION

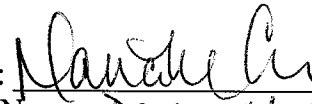
By: _____ Date: _____
Thomas P. Hallenbeck
District Director

By: _____ Date: _____
Doug Wilson
Executive Director-Interim

CERTIFIED AS TO FUNDS:

APPROVED AS TO FORM:

By: _____ Date: _____
Andrea Loven
District Budget Manager

By:  Date: 2/7/12
Name Dana M. Crow
Title Deputy County Counsel



Mount Whitney Portal Alternative Transportation Systems

A feasibility study of the potential for alternative transportation systems between the town of Lone Pine and the Mount Whitney Portal area. The study will research opportunities for alternative transportation systems to facilitate ease of visitation, reduce impacts associated with traffic congestion, mitigate environmental impacts, expand interregional transportation and improve the overall visitor experience.

Regional Transportation Planning

An effort to gather data to sufficiently inform future transportation decisions, identify potential funding strategies and make recommendations regarding the opportunities and challenges associated with connecting key sites within the Inyo National Forest and existing and planned interregional transportation systems.

Task completed (Fall 2011 – Spring 2012):

- Meetings with key contacts
- Specialist reports of existing environmental data (botanicals, aquatics, hydrology)
- Collection of visitor use in Whitney Portal and Convict Lake areas
- Collection of parking lot counts (155 days of field work)
- Collection of traffic data using traffic counters (date/time, speed, classification and volume) and from secondary sources
 - o Distribution of traffic data to partners
- GPS data collection of signage, facilities, amenities, formal and user created parking areas (over 2500 data points recorded)
 - o Distribution of GPS data to partners
- Collection of campground data
- Draft of a pertinent documents reference list
 - o Vetting of reference list by partners

On-going tasks (Spring – Fall 2012):

- Collection of data for an economic indicator
- Synthesis of visitor use, parking and traffic data
- Production of illustrative maps
- Review of federal, state and local planning and transportation documents and policies
- Engineering review of physical and financial feasibility of proposed improvements
- Lone Pine parking study
- ESTA cost of service data

Draft report (Spring 2013):

- Mapping of transportation network
- Identification of missing transportation connections
- Areas of greatest potential for alternative transportation system improvements
- Financial assessment of proposed improvements
- Partnership and economic development opportunities

Final report (Fall 2013)





INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Doug Wilson
Executive Director

STAFF REPORT

MEETING: February 15, 2012

PREPARED BY: Courtney Smith, Transportation Planner

SUBJECT: 2011/2012 First and Second Quarter Financial Reports

STAFF RECOMMENDATION:

Staff recommends your Commission to receive this staff report for informational purposes.

SUMMARY DISCUSSION:

The Inyo County Local Transportation Commission staff has invoiced the State for reimbursement of Rural Planning Assistance (RPA) funds in the amount of \$37,251.68 for the 1st quarter (July 1, 2011 through September 30, 2011) and for \$56,567.45 for the 2nd quarter (October 1, 2011 through December, 31, 2011). The reimbursement request is for work completed in accordance with the 2011-2012 Overall Work Program.

This puts the LTC close to being on schedule having expended \$93,819.13 or 43.4% of the annual allocation of \$216,000 at mid-year. The first quarter was behind schedule, though the second quarter brought it up so that it appears the LTC is on pace to expend the entire amount by the end of the fiscal year. One reason, that expenses are below anticipated is the way in which Inyo County is handling the salary of the Executive Director. Currently, the Executive Director is an Interim Public Works Director and a percentage of his salary is not being paid using RPA funds. The County is getting close to hire a new Public Works Director which will increase both the expense of RPA and Planning, Programming, and Monitoring funds in the last two quarters. If necessary, staff will bring forward an OWP amendment to more closely align expenses with the amounts stated in the OWP.

There are three main types of funds included to cover County and City expenses in implementing the OWP. These are RPA funds; Planning, Programming, and Monitoring funds (PPM) that are not to exceed 5% of the total funds programmed in the State Transportation Improvement Program; and Local Transportation Funds (LTF) that are allocated for the administration of the Transportation Development Act. In general, the first priority is to expend RPA funds because only 25% of the funds can carry over into the next year. PPM funds can be carried over for three years and thus give the LTC more flexibility in expending these funds.

Local transportation funds for the administration of the Transportation Development Act are being expended at a higher rate than anticipated. One reason for this is from the completion of the Triennial Performance Audit for ESTA in Inyo and Mono Counties. The Inyo County LTC administered the project and provided the initial funding for the entire project in the two counties. The Inyo LTC submitted a final invoice to Mono LTC for this expense and should be in receipt of the funds in the next month or two. This will put the expenditure of LTF funds for the administration of Transportation Development Act funds more on pace.

OTHER AGENCY INVOLVEMENT:

The Caltrans Office of Regional and Interagency Planning (ORIP) administers Rural Planning Assistance (RPA) funds. RPA is state transportation planning funding included in a State Budget line item, allocated by Caltrans per population formula to rural RTPAs. It is provided on a reimbursement basis, after costs are incurred and paid for using local funds.

In conjunction with the Overall Work Program Agreement (OWPA) and the regional transportation planning Master Fund Transfer Agreement (MFTA), the OWP constitutes the annual funding contract between the state and the Inyo County LTC for RPA funds. As the name indicates, transportation planning funds such as RPA are to be used for the transportation planning process in rural areas. They cannot be used for project development such as project initiation documents (PIDs), and project study reports (PSRs); or project implementation, such as rideshare activities or transit administration. As stipulated in the MFTA, and as a condition of receiving transportation planning funds, Regional Transportation Planning Agencies (such as the LTC) undergo an annual fiscal and compliance audit.



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Doug Wilson
Executive Director

RURAL PLANNING ASSISTANCE FUNDS (State Highway Account)

REQUEST FOR REIMBURSEMENT

Local Programs Accounting Project No. OWP-IINY-012

INVOICE NO.1

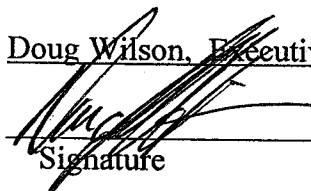
Fiscal Year 2011-2012

The Inyo County Local Transportation Commission (ICLTC), a Regional Transportation Planning Agency, requests reimbursement in the amount of \$37,251.68 for the period beginning July 1, 2011 and through and inclusive of September 30, 2011.

I certify that I am a duly authorized representative of the Inyo County Local Transportation Commission and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement, dated October 20, 2004, entered into between the Inyo County Local Transportation Commission and the State of California, Department of Transportation. The reimbursement request is for work completed in accordance with the 2011-2012 Overall Work Program. I certify that all State and Federal matching requirements have been met.

2011-2012 OWPA Authorized	\$ 216,000.00
Invoice Year-to Date	\$ 0.00
Reimbursement Due	\$ 37,251.68
Balance	\$ 178,748.32

Doug Wilson, Executive Director



Signature

10-11-11
Date

(Department of Transportation Use Only)

I certify that I am duly authorized by the Department of Transportation to approve payment to the Inyo County Local Transportation Commission in the amount of \$_____. The Inyo County Local Transportation Commission has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the Inyo County Local Transportation Commission. This authorization to pay acknowledges receipt of services billed.

Name (Please print)

Signature

Date

Telephone Number _____

E.A. _____	Subjob: _____	FY: _____	Charge District _____
Encumbrance Document Number: _____			
Source District: _____	Source Unit: _____		

OWP 1st Quarter Summary 7/1/11 to 9/30/11 RPA ONLY

Allocations	54,000.00	15,000.00	15,000.00	20,000.00	47,000.00	55,000.00	10,000.00	216,000.00
	Admin (a)	OWP (b)	RTIP ©	CTS (e)	LPD (f)	CRP (g)	PMS/GIS(h)	
July	1,164.06	418.58	175.57	446.80	446.80	3,292.50		5,944.31
Aug	2,252.65	578.46	997.89	790.11	4,465.58	3,895.92	722.67	13,703.28
Sept	2,209.98	630.20	2,058.56	1,824.91	2,193.21	2,419.92	6,267.31	17,604.09
TOTAL	5,626.69	1,627.24	3,232.02	3,061.82	7,105.59	9,608.34	6,989.98	37,251.68
% of allocation	10.42%	10.85%	21.55%	15.31%	15.12%	17.47%	69.90%	17.25%
work element balance	48,373.31	13,372.76	11,767.98	16,938.18	39,894.41	45,391.66	3,010.02	178,748.32

Inyo County Local Transportation Commission
2011-2012 Overall Work Program
1st Quarter Report
(July 1, 2011 - September 30, 2011)

Work Element	Tasks Completed	% Completed	Scheduled Completion	Projected Completion	RPA	PPM	LTF	Total Expended Quarter	Total Expended to Date	Total Budgeted FY 11/12	Balance
Compliance & Oversight (a) 100.1	Continuing Task	10%	06/30/12		\$54,000			\$5,627	\$5,627	\$54,000	\$48,373
(b)110.1 Overall Work Program	Continuing Task	11%	06/30/12		\$15,000			\$1,627	\$1,627	\$15,000	\$13,373
(c)200.1 RTIP	Continuing Task	8%	06/30/12		\$15,000	\$25,000		\$3,232	\$3,232	\$40,000	\$36,768
(d)300.1 Administer Transit	Continuing Task	78%	06/30/12				\$23,212	\$18,053	\$18,053	\$23,212	\$5,159
(e)310.1 Coordinate Transportation Services	Continuing Task	12%	06/30/12		\$20,000		\$5,000	\$3,062	\$3,062	\$25,000	\$21,938
(f)400.1 Local Project Development	Continuing Task	12%	06/30/12		\$47,000	\$10,000		\$7,106	\$7,106	\$57,000	\$49,894
(g)500.1 Coordination and Regional Planning	Continuing Task	9%	06/30/12		\$55,000	\$55,000		\$9,608	\$9,608	\$110,000	\$100,392
(k)600.1 PMS/GIS	Continuing Task	13%	06/30/12		\$10,000	\$45,000		\$6,990	\$6,990	\$55,000	\$48,010
Totals					\$216,000	\$135,000	\$28,212	\$55,305	\$55,305	\$379,212	\$323,907

**NARRATIVE SUMMARY OF THE
FIRST QUARTER OF THE 2011-2012 OVERALL WORK PLAN (OWP)**

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of activities, and the support and maintenance of services required to implement the transportation planning programs and processes.

110.1 Overall Work Program (OWP):

The Fourth Quarter Report for FY 2010/2011 was submitted to Caltrans and payment was received.

200.1 Regional Transportation Improvement Program:

Work performed in this element has included continuing activities involving the planning, programming and monitoring of STIP projects and the implementation of the 2010 State Transportation Improvement Program (STIP). Also work has focused on the development of the 2012 Regional Transportation Improvement Program (RTIP).

300.1 Administer Transit:

This work element involves an on-going activity, with actions including the periodic review of transit route performance reports. This element includes monitoring Eastern Sierra Transit Authority (ESTA), Inyo Mono Area Agency on Aging (IMAAA), and other TDA claimants. Worked with a consultant toward completion of Triennial Performance Audit of ESTA.

310.1 Coordinate Transit Services:

This work element involves a variety of activities focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting on Transit Security Grant Program and PTMISEA transit grant programs. Worked with a consultant toward completion of a Roles and Responsibilities analysis of the governing Boards of the Inyo County LTC, Mono County LTC, and ESTA.

400.1 Local Project Development:

Development of TIGER III and TE applications for local streets and roads. Plan for improvements at the Bishop Airport. Monitor and assist with development of local projects.

410.1 State Highway Project Management:

Review of potential projects and participation continued as needed to enhance project delivery. Assist Caltrans District 9 with Origin and Destination summer surveys on the State Highway system.

500.1 Coordination and Regional Planning:

Principal activities in this work element have included meetings with staff at Caltrans District 9; continued participation in the Eastern California Transportation Planning Partnership (ECTPP); the Rural Counties Task Force (RCTF); and attendance at regional presentations addressing various transportation issues.

600.1 Pavement Management System (PMS)/Geographical Information System (GIS):

A consultant has developed a countywide Pavement Management System. Staff updates the system to reflect maintenance work on the system. Staff is working with the consultant to more effectively use the field information. Staff continues with contract management. Staff participated in an annual kick-off meeting, selecting streets and roads to be surveyed in 2011-2012 and protocol to be used.



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Doug Wilson
Executive Director

RURAL PLANNING ASSISTANCE FUNDS (State Highway Account)

REQUEST FOR REIMBURSEMENT

Local Programs Accounting Project No. OWP-IINY-012

INVOICE NO. 2

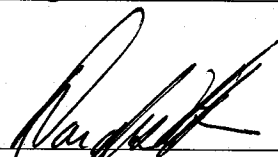
Fiscal Year 2011-2012

The Inyo County Local Transportation Commission (ICLTC), a Regional Transportation Planning Agency, requests reimbursement in the amount of \$56,567.45 for the period beginning October 1, 2011 and through and inclusive of December 31, 2011.

I certify that I am a duly authorized representative of the Inyo County Local Transportation Commission and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement, dated October 20, 2004, entered into between the Inyo County Local Transportation Commission and the State of California, Department of Transportation. The reimbursement request is for work completed in accordance with the 2011-2012 Overall Work Program. I certify that all State and Federal matching requirements have been met.

2011-2012 OWPA Authorized	\$ 216,000.00
Invoice Year-to Date	\$ 37,251.68
Reimbursement Due	\$ 56,567.45
Balance	\$ 122,180.87

Doug Wilson, Executive Director



(Signature)

1-23-12

Date

(Department of Transportation Use Only)

I certify that I am duly authorized by the Department of Transportation to approve payment to the Inyo County Local Transportation Commission in the amount of \$_____. The Inyo County Local Transportation Commission has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the Inyo County Local Transportation Commission. This authorization to pay acknowledges receipt of services billed.

Name (Please print)

Signature

Date

Telephone Number _____

E.A. _____	Subjob: _____	FY: _____	Charge District _____
Encumbrance Document Number: _____			
Source District: _____	Source Unit: _____		

OWP 2nd Quarter Summary 10/1/11 to 12/31/11 RPA ONLY

Allocations	54,000.00	15,000.00	15,000.00	20,000.00	47,000.00	55,000.00	10,000.00	216,000.00
	Admin (a)	OWP (b)	RTIP ©	CTS (e)	LPD (f)	CRP (g)	PMS/GIS(h)	
OCT	3,439.89	1,382.19	2,493.13	5,610.32	2,318.72	4,716.00	413.92	20,374.17
NOV	932.24	449.82	1,908.04	6,189.11	2,011.10	4,605.70	258.70	16,354.71
DEC	2,134.40	569.05	5,060.14	1,041.62	882.83	7,813.13	2,337.40	19,838.57
1st quarter	5,626.69	1,627.24	3,232.02	3,061.82	7,105.59	9,608.34	6,989.98	37,251.68
2nd quarter	6,506.53	2,401.06	9,461.31	12,841.05	5,212.65	17,134.83	3,010.02	56,567.45
TOTAL	12,133.22	4,028.30	12,693.33	15,902.87	12,318.24	26,743.17	10,000.00	93,819.13
% of allocation	22.47%	26.86%	84.62%	79.51%	26.21%	48.62%	100.00%	43.43%
work element								
balance	41,866.78	10,971.70	2,306.67	4,097.13	34,681.76	28,256.83	-	122,180.87

Inyo County Local Transportation Commission
2011-2012 Overall Work Program
2nd Quarter Report
(October 1, 2011 - December 31, 2011)

Work Element	Tasks Completed	% Completed 2nd Quarter	Scheduled Completion	Projected Completion	RPA	PPM	LTF	Total Expended Quarter	Total Expended to Date	Total Budgeted FY 11/12	Balance
Compliance & Oversight (a) 100.1	Continuing Task	12%	06/30/12		\$54,000			\$6,507	\$12,133	\$54,000	\$41,867
(b)110.1 Overall Work Program	Continuing Task	16%	06/30/12		\$15,000			\$2,401	\$4,028	\$15,000	\$10,972
(c)200.1 RTIP	Continuing Task	24%	06/30/12		\$15,000	\$25,000		\$9,461	\$12,696	\$40,000	\$27,304
(d)300.1 Administer Transit	Continuing Task	14%	06/30/12				\$23,212	\$3,139	\$21,192	\$23,212	\$2,020
(e)310.1 Coordinate Transportation Services	Continuing Task	51%	06/30/12		\$20,000		\$5,000	\$12,841	\$15,903	\$25,000	\$9,097
(f)400.1 Local Project Development	Continuing Task	9%	06/30/12		\$47,000	\$10,000		\$5,213	\$12,318	\$57,000	\$44,682
(g)500.1 Coordination and Regional Planning	Continuing Task	16%	06/30/12		\$55,000	\$55,000		\$17,135	\$26,743	\$110,000	\$83,257
(k)600.1 PMS/GIS	Continuing Task	34%	06/30/12		\$10,000	\$45,000		\$18,697	\$25,687	\$55,000	\$29,313
Totals					\$216,000	\$135,000	\$28,212	\$75,394	\$130,701	\$379,212	\$248,511

**NARRATIVE SUMMARY OF THE
SECOND QUARTER OF THE 2011-2012 OVERALL WORK PLAN (OWP)**

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of activities, and the support and maintenance of services required to implement the transportation planning programs and processes. Provide information to an auditor for the upcoming financial audit of the LTC.

110.1 Overall Work Program (OWP):

The First Quarter Report for FY 2011/2012 was submitted to Caltrans and payment was received. Work was initiated on the 2012-2013 OWP.

200.1 Regional Transportation Improvement Program:

Work focused on the development of the 2012 Regional Transportation Improvement Program (RTIP) and the submittal of this to the State. Work performed in this element has also included continuing activities involving the planning, programming and monitoring of STIP projects and the implementation of the 2010 State Transportation Improvement Program (STIP).

300.1 Administer Transit:

This work element involves an on-going activity, with actions including the periodic review of transit route performance reports. This element includes monitoring Eastern Sierra Transit Authority (ESTA), Inyo Mono Area Agency on Aging (IMAAA), and other TDA claimants. Work with a consultant to complete the Triennial Performance Audit of ESTA.

310.1 Coordinate Transit Services:

This work element involves a variety of activities focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting on the Transit Security Grant program and PTMISEA transit grant programs. Work with a consultant to complete a Roles and Responsibilities analysis of the governing Boards of the Inyo County LTC, Mono County LTC, and ESTA.

400.1 Local Project Development:

Development of grant applications for local streets and roads. Development and submittal of a TE grant application. Plan for improvements at the Bishop Airport. Monitor and assist with development of local projects.

410.1 State Highway Project Management:

Review of potential projects and participation continued as needed to enhance project delivery.

500.1 Coordination and Regional Planning:

Principal activities in this work element have included meetings with staff at Caltrans District 9; continued participation in the Eastern California Transportation Planning Partnership (ECTPP); the Rural Counties Task Force (RCTF); and attendance at regional presentations addressing various transportation issues. Develop procedures implementing combined-use designation on County roads as required by Assembly Bill 628 and research signage for combined-use roads.

600.1 Pavement Management System (PMS)/Geographical Information System (GIS):

A consultant has developed a countywide Pavement Management System. Staff updates the system to reflect maintenance work on the system. The consultant resurveyed 1/3 of the total County system as part of the annual update of the system. Staff works with the consultant to more effectively use the field information. Staff continues with contract management.

OWP WORK ELEMENTS 2011-2012				Oct-11	Oct Total	Nov-11	Nov Total	Dec-11	Dec Total	Total First Qtr	Total to Date	Balance	Percentage Expended
Salaries and Bens	Number	Description	Notes										
Oct	a) 100.1	Compliance & Oversight	50% Ryan	485.71		485.71		724.18					
Linda 5528.77		54,000	40% Linda/Temp	2,211.51		218.81		668.93					
Ryan 971.42		RPA	website	11.95		11.95		23.90					
Courtney 8967.72			copy/office supp	188.52				87.54					
			Postage	26.54		60.55		267.67					
			Courtney	465.66		155.22		362.18					
			meeting	50.00									
Nov					3,439.89		932.24		2,134.40	5,626.69	12,133.22	41,866.78	22.47%
tammy 547.02													
Ryan 971.42													
Courtney 8967.72													
Dec	b) 110.1	Overall Work Program	Courtney	-		206.96		206.96					
Suzanne 1,672.32		15,000	25% Linda/ Ryan	1,382.19		242.86		362.09					
Ryan 1448.36		RPA			1,382.19		449.82		569.05	1,627.24	4,028.30	10,971.70	26.86%
Courtney 13406.61													
	c) 200.1	Regional Trans. Impr. Prog.	10% Linda/Ryan	552.88		97.14		144.84					
		40,000	Courtney	1940.25		1810.9		4,915.30					
		15,000 RPA, 25,000 PPM			2,493.13		1,908.04		5,060.14	3,232.02	12,693.33	27,306.67	31.73%
	d) 300.1	Administer Transit	triennial	-		-		-					
		23,212	Courtney	-		-		-					
		LTF	Linda/Ryan	-		-		-					
			Ryan/Temp	-		-		-					
			Comp	83.08		83.08		83.08					
			Liability	41.75		41.75		41.75					
			Cost Plan	921.50		921.50		921.50					
			Financial Chgs		1,046.33		1,046.33		1,046.33	18,052.91	21,191.90	2,020.10	91.30%
	e) 310.1	Coordinate Transit Services	5% Linda/Ryan	276.44		48.57		72.42					
		25,000	PMC	5,185.00		5,258.00							
		20,000 RPA, 5,000 LTF	10% Ryan/Temp	97.14		54.70		167.23					
			Courtney	51.74		827.84		801.97					
					5,610.32		6,189.11		1,041.62	3,061.82	15,902.87	9,097.13	63.61%
	f) 400.1	Local Project Development	20% Linda/Ryan	1,105.75		194.28		289.67					
		57,000	class	250.00									
		47,000 RPA, 10,000 PPM	20% Ryan/Temp	194.28		109.40		334.46					
			Courtney	620.88		1,707.42		258.70					
		410.1 State Hwy Proj. Mgmt.	Road- MP	147.81									
			PW Bills		2,318.72		2,011.10		882.83	7,105.59	12,318.24	44,681.76	21.61%
	g) 500.1	Coordination & Reg. Plan.	10% Linda/Ryan	552.88		97.14		144.84					
		110,000	O&D										
		55,000 RPA 55,000 PPM	10% Ryan/Temp	97.14		54.70		167.23					
			Courtney	2,121.34		3,673.64		3,983.98					
			Paid leave	1,944.64		780.22		2,767.08					
			RCTF Dues		4,716.00		4,605.70		7,813.13	9,608.34	26,743.17	83,256.83	24.31%
	h) 600.1	PMS/GIS	ce					132.00					
		55,000	road bills										
		45,000 PPM, 10,000 RPA	Courtney	413.92		258.70		155.22					
			Nichols					13,303.73					
			PW Bills					1,383.58					
			Radio					3,049.93					
					413.92		258.70		18,024.46	6,989.98	25,687.06	29,312.94	46.70%
					21,420.50		17,401.04		36,571.96	55,304.59	130,698.09	248,513.91	

Courtney's time is charged at \$51.74
Only one paycheck in July. There will be three in June.

Oct IFAS 21,420.51 Nov IFAS 17,401.04 Dec IFAS 36,571.97

Allocated	379,212.00
Balance	248,513.91



Date: February 15, 2012

STAFF REPORT

Subject: Operating Statistics July – December 2011

Initiated by: Jill Batchelder, Transit Analyst

RECOMMENDATION

Receive information.

ANALYSIS/DISCUSSION:

The Eastern Sierra Transit Authority provided 38,853 passenger trips in Inyo County during the first half of FY 2011/12. The passenger trips per hour have increased from 3.71 to 4.05. The overall efficiency of the Inyo County routes is up 9%.

Eastern Sierra Transit received \$181,983.69 in passenger fares during this 6 month time period. The average passenger fare was \$4.68. Eastern Sierra Transit's unaudited aggregate cost per hour of service during this period was \$66.84. This translates to an overall fare box ratio of 28.39%.

The majority of the routes in Inyo County have been flat or had modest ridership gains. The CREST Routes are both holding steady with slight ridership increases of 9% on the CREST North and 6% on the CREST South. Bishop Dial-A-Ride and Nite Rider services have seen slight gain of 4% and 1% respectively. While Lone Pine to Bishop Route remained flat.

Three routes within Inyo County have shown decreases in ridership: Mammoth Express (-23%), Tecopa (-14%), and Lone Pine Dial-A-Ride (-4%). The reduction in the Mammoth Express and Tecopa routes can be explained by a reduction in service that went into place in September of 2011. Eight of the 30 weekly Mammoth Express trips were merged with the CREST North Routes, which was at 19% reduction in service hours. The Tecopa route was reduced from a weekly route to two times per month. The Lone Pine Dial-A-Ride was down by a total of 114 passenger trips. It is speculated that the fare increase last September has had an effect on this route.

Ridership Comparison

	Jul-Dec 2011	Jul-Dec 2010	% Change
Mammoth Express	3,033	3915	-23%
Lone Pine to Bishop	4,188	4178	0%
Lone Pine DAR	2,647	2761	-4%
Tecopa	115	134	-14%
Bishop DAR	23,511	22709	4%
Bishop FR	0	4569	-100%
Nite Rider	1,873	1848	1%
CREST North	1,791	1637	9%
CREST South	1,695	1597	6%
Total Inyo County Routes	38,853	43348	-10%

Passenger per Hour Comparison FY 2009/10 to FY 2008/09

	Jul-Dec 2011	Jul-Dec 2010	% Change
Mammoth Express	4.89	4.75	3%
Lone Pine to Bishop	4.13	3.84	8%
Lone Pine DAR	3.10	2.89	7%
Tecopa	1.20	1.09	10%
Bishop DAR	4.73	4.12	15%
Bishop FR	0.00	4.15	-100%
Nite Rider	4.81	5.00	-4%
CREST North	1.79	1.56	15%
CREST South	2.62	2.44	7%
Total Inyo County Routes	4.05	3.71	9%

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Yd Hrs	Total Svc Hrs	Yd Mi	Total Svc Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr	Pax / Svc Mi	Fare Box
FY 11-12 (July -December)																		
Mammoth Express	\$17,648.31	2,401	244	124	6	152	106	3,033	844	620	31,177	28,737	\$5.82	0.61	4.89	50.29	0.11	42.59%
Lone Pine to Bishop	\$20,437.85	2,758	550	466	64	268	82	4,188	1,178	1,013	46,630	43,882	\$4.88	0.47	4.13	46.03	0.10	30.18%
Lone Pine DAR	\$6,482.45	545	788	563	142	542	67	2,647	868	854	9,677	9,481	\$2.45	0.68	3.10	11.33	0.28	11.36%
Tecopa	\$505.80	9	94	9	1	0	2	115	99	96	2,453	2,403	\$4.40	0.21	1.20	25.55	0.05	7.88%
Bishop DAR	\$53,442.60	7,773	5,965	4,123	2,047	2,164	1,439	23,511	5,361	4,969	79,165	67,095	\$2.27	0.80	4.73	15.93	0.35	16.09%
Bishop FR	\$0.00	0	0	0	0	0	0	0	0	0	0	0						
Nite Rider	\$7,238.40	1,435	57	183	99	11	88	1,873	403	389	7,180	6,957	\$3.86	1.04	4.81	18.46	0.27	27.84%
CREST North	\$49,559.50	1,305	377	38	4	50	17	1,791	1,051	1,002	44,847	44,202	\$27.67	1.12	1.79	44.76	0.04	74.00%
CREST South	\$26,668.78	1,311	213	91	11	36	33	1,695	706	647	32,293	31,805	\$15.73	0.84	2.62	49.91	0.05	61.67%
Total Inyo County Routes	\$181,983.69	17,537	8,288	5,597	2,374	3,223	1,834	38,853	10,510	9,590	253,422	234,562	\$4.68	0.78	4.05	26.43	0.17	28.39%
FY 10-11 (July -December)																		
Mammoth Express	\$20,693.25	3,085	369	129	1	140	191	3,915	999	824	38,913	36,084	\$5.29	0.57	4.75	47.25	0.11	42.56%
Lone Pine to Bishop	\$17,172.75	2,662	660	374	59	229	194	4,178	1,263	1,089	48,777	46,464	\$4.11	0.37	3.84	44.78	0.09	26.71%
Lone Pine DAR	\$6,195.00	667	632	586	222	570	84	2,761	983	956	11,797	11,260	\$2.24	0.55	2.89	12.34	0.25	10.98%
Tecopa	\$464.00	0	134	0	0	0	0	134	134	124	3,543	3,543	\$3.46	0.13	1.09	28.69	0.04	6.36%
Bishop DAR	\$45,997.00	7,210	5,860	3,474	2,347	1,914	1,904	22,709	5,984	5,507	74,827	69,136	\$2.03	0.67	4.12	13.59	0.33	14.15%
Bishop FR	\$4,322.75	2,097	1,110	659	0	376	327	4,569	1,154	1,102	16,520	15,911	\$0.95	0.27	4.15	15.00	0.29	6.65%
Nite Rider	\$6,023.00	1,488	92	72	120	23	53	1,848	394	369	6,759	6,094	\$3.26	0.99	5.00	18.30	0.30	27.62%
CREST North	\$55,351.00	1,201	346	42	6	19	23	1,637	1,114	1,051	45,229	44,838	\$33.81	1.23	1.56	43.04	0.04	89.22%
CREST South	\$23,301.30	1,207	174	84	8	48	76	1,597	713	654	31,703	31,822	\$14.59	0.73	2.44	48.44	0.05	60.31%
Total Inyo County Routes	\$179,520.05	19,617	9,377	5,420	2,763	3,319	2,852	43,348	12,738	11,675	278,068	265,152	\$4.14	0.68	3.71	23.82	0.16	26.04%

VARIANCE BY ROUTE (RAW NUMBER) -

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Svc Hr	Svc Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr	Fare box
Mammoth Express	-\$3,044.94	-684	-125	-5	5	12	-85	-882	-155	-204	0.53	0.04	0.14	3.03	0.03%
Lone Pine to Bishop	\$3,265.10	96	-110	92	5	39	-112	10	-85	-76	0.77	0.10	0.30	1.25	3.48%
Lone Pine DAR	\$287.45	-122	156	-23	-80	-28	-17	-114	-115	-102	0.21	0.13	0.21	-1.01	0.38%
Tecopa	\$41.80	9	-40	9	1	0	2	-19	-35	-28	0.94	0.08	0.11	-3.14	1.52%
Bishop DAR	\$7,445.60	563	105	649	-300	250	-465	802	-623	-538	0.25	0.13	0.61	2.35	1.94%
Bishop FR	-\$4,322.75	-2,097	-1,110	-659	0	-376	-327	-4,569	-1,154	-1,102	-0.95	-0.27	-4.15	-15.00	-6.65%
Nite Rider	\$1,215.40	-53	-35	111	-21	-12	35	25	9	20	0.61	0.05	-0.19	0.16	0.22%
CREST North	-\$5,791.50	104	31	-4	-2	31	-6	154	-63	-49	-6.14	-0.11	0.23	1.72	-15.22%
CREST South	\$3,367.48	104	39	7	3	-12	-43	98	-7	-7	1.14	0.11	0.18	1.47	1.36%
Total	\$2,463.64	-2,080	-1,089	177	-389	-96	-1,018	-4,495	-2,228	-2,085	0.54	0.10	0.34	2.61	2.35%

VARIANCE BY ROUTE (PERCENTAGE) -

Route	Fares	Adults	Snr	Dis	W/C	Child	C-5	Total Pax	Svc Hrs	Scv Mi	Avg Fare	Rev / Svc Mi	Pax / Svc Hr	Mi / Svc Hr	Fare box
Mammoth Express	-15%	-22%	-34%	-4%	500%	9%	-45%	-23%	-19%	-1%	10%	-1%	3%	6%	0.06%
Lone Pine to Bishop	19%	4%	-17%	25%	8%	17%	-58%	0%	-8%	0%	19%	0%	8%	3%	13.03%
Lone Pine DAR	5%	-18%	25%	-4%	-36%	-5%	-20%	-4%	-12%	-1%	9%	-1%	7%	-8%	3.44%
Tecopa	9%		-30%					-14%	-28%	-1%	27%	-1%	10%	-11%	23.87%
Bishop DAR	16%	8%	2%	19%	-13%	13%	-24%	4%	-11%	-1%	12%	-1%	15%	17%	13.75%
Bishop FR															
Nite Rider	20%	-4%	-38%	154%	-18%	-52%	66%	1%	2%	0%	19%	0%	-4%	1%	0.80%
CREST North	-10%	9%	9%	-10%	-33%	163%	-26%	9%	-6%	0%	-18%	0%	15%	4%	-17.06%
CREST South	14%	9%	22%	8%	38%	-25%	-57%	6%	-1%	0%	8%	0%	7%	3%	2.25%
Total	1%	-11%	-12%	3%	-14%	-3%	-36%	-10%	-19%	-1%	13%	-1%	9%	11%	9.01%

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP),
TRANSPORTATION ENHANCEMENT (TE), HIGHWAY SAFETY IMPROVEMENT PROJECT (HSIP), AND HIGHWAY BRIDGE PROGRAM (HBP)
PROGRESS SUMMARY FOR INYO COUNTY PROJECTS**

Project	Description	Total Programmed Amount/Project Cost	Status
2010 STIP Projects			
Independence Town Rehabilitation	Reconstruct 2.2 miles of streets	\$1,010,000	Environmental Phase has been completed PS&E allocated on 8/10/2011 - proceeding with design CON phase will be moved to 12/13 so add'l \$100,000 can be accessed
South Bishop Resurfacing	Reconstruct Sunland Drive from U.S. 395 to West Line Street, and Sunland Reservation Road	\$1,763,000	Requested Authorization to Proceed with ES&P on 3/29/11 This project has been federalized, and will be combined with Sunland Drive Bicycle Lanes project. CT needs to approve NEPA prior to allocation of PS&E funds
See Vee Lane	Extend See Vee Lane to Choctaw Drive Signalize intersection	\$250,000 Environmental Only	Need to resolve how to proceed with right-of-way issues.
Coso Road	Reconstruct, widen, and realign 5.5 miles of roadway	\$2,972,000	Request that funding be deprogrammed in 2012 STIP Environmental process would delay project - Road Dept. will overlay.
Ninemile Canyon Widening	Widen 1 mile of narrow road	\$100,000 Environmental Only	Request that funding be deprogrammed in 2012 STIP HSIP guardrail project will accomplish objectives.
TE Projects			
Dehy Park	Phase II of Dehy Park Improvement Project - pathway, bridge Visitor's Center	\$800,000 PS&E and CON	SHPO reviewed and concurred with archeologic evaluation. NEPA approved on January 18, 2012. Request that PS&E be reprogrammed for 12/13 in 2012 STIP.
OVRC Laws	Construct RR track and bridge	\$142,731 (Final Cost for ES&P)	No-Build Alternative accepted by Caltrans All expenses to date are participating; project closed out in July, 2011
Sunland Bicycle Lanes	Construct Class II or III bicycle lanes on Sunland Drive	\$784,000	ES&P allocated on June 23, 2011. Project to be combined with S. Bishop Resurfacing. Waiting for NEPA approval by Caltrans prior to requesting PS&E.
Eastern Cal. Museum Transportation Wing	Construct railway museum wing in Independence	\$4,478 (Final cost for ES&P)	On April 19, 2011, upon recommendation by staff, the Board of Supervisors elected not to continue with the project.
HSIP Projects			
Ninemile Canyon MBGR	Install guardrail on 1 mile of narrow road	\$638,978	Submitted Request for Allocation of Construction funds on February 3, 2012. Construction anticipated spring 2012
HBP Projects			
Bishop Creek Canal Bridge at Riverside Road	Replace bridge	\$1,360,519 (Final Cost)	Construction complete. Preparing Final Report and Invoice.
Bishop Creek Bridge at Sabrina Road	Replace/widen bridge, realign roadway at bridge	\$3,500,000	NEPA approved on Dec. 2, 2011. Consultant has completed 95% complete plan set. USFS Special Use permit is being finalized. Anticipate submitting RFA for construction on March, 1, 2012. Construction anticipated in summer 2012.
Oak Creek at Bell Access Road	Double-box culvert was damaged during Oak Creek mudslide. Replace with culvert or bridge	\$97,750	Current funding is for initial assessment. Preparing solicitation for consultant for preliminary engineering/env.
LA Aqueduct at Walker Creek	Functionally obsolete. Replace with wider bridge	\$97,750	Current funding is for initial assessment. Preparing solicitation for consultant for preliminary engineering/env.
LA Aqueduct at Carroll Creek	Functionally obsolete. Replace with wider bridge	\$75,000	Current funding is for initial assessment. Preparing solicitation for consultant for preliminary engineering/env.