

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

OVERALL WORK PROGRAM

2011/2012 FISCAL YEAR

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FOR THE
INYO COUNTY LOCAL TRANSPORTATION COMMISSION**

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INTRODUCTION

The Inyo County Local Transportation Commission (ICLTC) is the designated Regional Transportation Agency (RTPA) for Inyo County. The Inyo County Board of Supervisors and the Bishop City Council each appoint three representatives to the six member ICLTC. The Inyo County Board of Supervisors and the Bishop City Council may also appoint an alternate representative for each regular ICLTC member.

Inyo County is located in the central eastern part of the state, its southerly boundary is approximately 145 miles north of Los Angeles and is bounded by the counties of Tulare and Fresno to the west, Mono to the north, Kern and San Bernardino to the south and the State of Nevada to the east.

Inyo County is the second largest county in the State of California, with an area of 10,203 square miles. The 2010 Census reports the County's population to be 18,546, with a population density of 1.8 persons per square mile. About 98% of the land in the County is owned by public agencies. The greatest portion of the permanent 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 extreme 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 and the State of California, the future growth of Inyo County will be confined primarily to small areas of private land. Given the scattered nature of these private land holdings, it is unlikely that any major urban growth or significant development within the existing communities will occur. One possible exception to this scenario does exist in the extreme 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 availability of water, however, may be a factor limiting this expansion into the county.

Tourism is the major industry in the County. The spectacular diversity of scenery, topography, climate and attendant recreational opportunities attract a broad range of visitors to the County. Inyo County features the highest point in the contiguous 48 states (Mt. Whitney, 14,505 ft.) and the lowest point in the Western Hemisphere (Badwater Basin, Death Valley National Park, -282 ft. below sea level). With only 85 air miles of separation, these two points represent a range in climate from the Northern Sonora Zone in Mexico to the Arctic Circle. Each year, at least 7 million recreational visitor-days are generated on the National Forest, Bureau of Land Management, City of Los Angeles, National Park and private lands in the County. A vast majority of the visitors seeking recreation arrive via the State Highway System.

Growth in the economy of the County is occurring slowly, but is expected to continue as a result of increased recreational activity and an increasing number of retirees selecting Inyo County as their place of residence. A growing number of tourists, particularly from the Southern California area, are being attracted to the County. Leisure time, surplus expendable income, increased mobility, and urban population pressure for land suitable for recreation result in recreational travel to more desirable areas. This development will continue to cause trade and services to increase faster than any other sector of economic activity. The expansion of tourist activity, along with the increase of retirees, will be the basis for the minimal population growth expected for the County in the foreseeable future. Digital 395, a project funded by an American Recovery Act of 2009 grant, is slated to install fiber optic cable along the US 395 corridor and will provide broadband Internet access to the area. This will provide an opportunity for Internet-based businesses in the Eastern Sierra.

ORGANIZATION

A. History

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

B. Purpose

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

The primary duties of the ICLTC consist of the following:

1. Administration of Transportation Development Act (TDA) funds.
2. Development and implementation of the Inyo County Regional Transportation Plan (RTP).
3. Preparation and implementation of the annual Overall Work Program (OWP).
4. Review and comment on the State Transportation Improvement Program (STIP).
5. The ICLTC is responsible for the preparation of the Regional Transportation Improvement Program (RTIP), in collaboration with Caltrans, and submitted for adoption by the California Transportation Commission (CTC).
6. Review and prioritize grant applications for various funding programs.

C. ICLTC Membership

The ICLTC membership consists of three representatives appointed by the Inyo County Board of Supervisors and three representatives appointed by the Bishop City Council. Terms of office shall be as designated by the Inyo County Board of Supervisors and the Bishop City Council. The designating authority, for each regular member it appoints, may designate an alternate representative to serve in place of the regular member when that party is absent or disqualified from participating in a meeting of the commission.

D. Staffing

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

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

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

ADMISTRATIVE ADJUSTMENTS

For office space and utility payments, the ICLTC contributes to the County Cost Plan \$1,336 per month. The County bills the ICLTC for Comprehensive Insurance at a rate of \$103 per month and Liability Insurance at a rate of \$58 per month. These expenses are invoiced as ‘Administrative Adjustments’ and the cost is charged to the Administer Transit work element as a specific task. Copy costs are billed to the work element that the copies are related to.

ISSUES AND CONCERNS

Highways, Local Streets and Roads, Bikeways, and Pedestrian Facilities

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. Area residents use this route to reach special services and items not available in their small rural communities. Nevertheless, the majority of traffic on the route is recreation oriented, with about 91% originating from out of County locations.

With the completion of the Independence/Manzanar project, 91.7% of US 395 through Inyo County will have been widened to four lanes. STIP funding uncertainty notwithstanding, the remaining two-lane section (Olancho/Cartago) has been programmed through right-of-way acquisition for expansion to a four-lane expressway. Therefore, the overriding concern of the Inyo County LTC is to proceed with and complete this project as quickly as possible.

As the high priority four-laning of US 395 in Inyo County approaches completion, the Local Transportation Commission will continue to prioritize improvement projects to the US 395 and CA 14 corridors in Kern, San Bernardino, and Mono counties.

The Local Transportation Commission also needs to prioritize other possible projects for future transportation programming. Some possibilities include other State Routes in the area, County, City, and Tribal Government roads, and bicycle and pedestrian trails and routes. The needs and goals for many of these alternatives are discussed and defined in the current Regional Transportation Plan (RTP) and the Collaborative Bikeways Plan. A significant issue to local agencies is finding ways to fund the long-term maintenance of local streets and roads. Although the County 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.

In California, both federal and state ambient standards exist for CO, PM10, and ozone. California's ambient standards are more stringent than the federal standards for these pollutants. Areas that meet the ambient standards are classified as attainment areas; likewise, areas that do not meet the standards are classified as nonattainment areas. Inyo County is an attainment area for the state and federal CO standards. The county is an attainment area for state and federal PM10 standards except for two areas: the Owens and Searles Valleys. The Owens and Searles Valleys are nonattainment areas because of windblown dust from exposed areas of Owens dry lake. The Great Basin Unified Air Pollution Control District has prepared a state implementation plan for PM10 that includes mitigation measures designed to minimize windblown dust from Owens dry lake. The plan does not include any measures to reduce PM10 from paved or unpaved roads because roads are not considered a significant contributor to Inyo County's existing PM10 problem. The southern and eastern portions of the County are in a nonattainment area for federal ozone standards. This area of the county has an extremely low population and lacks industrial emission sources. The ozone levels are attributed to emissions from highly urbanized South Coast and southern San Joaquin Valley air basins that are carried by southwest to northeast 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.

Of these airports, the County maintains four: Eastern Sierra Regional (in Bishop), Independence, Lone Pine and Shoshone. The Eastern Sierra Regional, Independence and Lone Pine airports are located on Los Angeles Department of Water and Power land, while the Shoshone Airport is on private land. The Trona Airport, located just within the boundaries of Inyo County, is owned by the U.S. Department of the Interior, Bureau of Land Management, and is operated by the Searles Valley Community Service District. The Eastern Sierra Regional Airport (ESRA) has the only charter services available within Inyo County. Charter and services are also available at nearby Mammoth Lakes/Yosemite Airport in Mono County (21 miles north of the County line). Limited commercial airline service is available at the Mammoth Lakes/Yosemite Airport and at the Inyokern Airport located 13 miles south of the Inyo 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 will guide the orderly development of each public use airport in the County.

In addition to the CLUP, Inyo County received a grant from the Federal Aviation Administration to prepare a Master Plan for the ESRA. The Master Plan was adopted in 2004 and provides for the growth and development of the Eastern Sierra Regional Airport for the next twenty years. Inyo County is continuing to pursue FAA funding for Master Plans for the Lone Pine and Independence airports. The ICLTC also participated in the development of the Interregional California Aviation System Plan (ICASP), which identified the needs and priorities of the General Aviation airports statewide and within the county.

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 now accessible for elderly and handicapped use, affecting full ADA compliance. Operating funds for ESTA are derived from a combination of fare box revenues, State Transit Assistance Funds, Local Transportation Funds and Federal Transit Administration Section 5311, 5316, and 5317 monies from various jurisdictions including Inyo County, Mono County, the City of Bishop and the Town of Mammoth Lakes. ESTA was known as Inyo-Mono Transit until these governmental entities entered into a Joint Powers Agreement (JPA) to administer and operate the public transportation service. The JPA took effect July 1, 2007.

In addition to ESTA, there are several other public transportation providers. They include the Inyo Mono Area Agency on Aging (IMAAA), Inyo Mono Association for the Handicapped (IMAH), the Toiyabe Indian Health Project, and several other Native American transportation providers. 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 is supporting the implementation of the ESTA Short-Range Transit Plan.

The ICLTC maintains a commitment to interregional transportation through support of the CREST route. The ICLTC is participating in a nine county collaborative effort to develop improved public transit access and efficiency using Google Maps/Transit. The counties are currently completing a feasibility study to determine the feasibility of integrating rural and small-urban public transit operator's schedules into Google Maps/Transit. ESTA currently operates a public transit service (CREST) from Bishop northerly to the Reno Airport and Greyhound Station four times a week and southerly to Lancaster, California Metro Link Station three times a week.

RESPONSIBILITIES AND BACKGROUND

The ICLTC is the agency responsible for transportation planning in Inyo County. 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 five 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.
- Administer the Transportation Development Act (TDA), which includes:
 - Receive claims for State Transit Assistance and Local Transportation Funds;
 - Hold “unmet transit needs” hearings, when necessary;
 - Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, rail and transit service, and for streets and roads;
 - Oversee completion of performance audits;
 - Communicate financial transactions with county and state auditor/controllers.
- Prepare an annual Overall Work Program (OWP) and conduct the planning activities described therein to achieve the goals and objectives of the RTP, California Transportation Plan and Statewide Goals.
- Participate in planning activities addressing the regional transportation system.

The Inyo County RTP was first adopted April 15, 1975, and has been updated regularly since. In 1978, the ICLTC requested that Caltrans assume responsibility for staff work. Later, in 1995, the ICLTC resumed the responsibility for staff work as a result of the adoption of Senate Bill 45. An update of the RTP was completed in March 2009 for compliance with SAFETEA-LU and in accordance with the Caltrans 2007 Regional Transportation Plan Guidelines.

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

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

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

TRIBAL CONSULTATION

There are five federally recognized Tribal Governments in Inyo County. They are, from north to south, the Bishop Paiute Tribe, the Big Pine Tribe of the Owens Valley, the Fort Independence Community of Paiute, the Lone Pine Paiute-Shoshone Tribe, and the Timbisha Shoshone Tribe. Their reservations are inside of or adjacent to the communities of (from north to south) Bishop, Big Pine, Independence, Lone Pine, and Furnace Creek. To affect compliance with Title 23,

U.S.C., Chapter 1, Sections 134 and 135, as amended by SAFETEA-LU, 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. Tribal Government representatives were contacted and invited to attend a meeting at a tribal government facility to encourage feedback as part of the RTP update. A similar process will be initiated if there is positive funding in the 2012 Statewide Transportation Improvement Program cycle. LTC staff is prepared to attend further meetings requested by Tribal representatives. 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. Specific Tribal coordination-related tasks set forth in the work elements are:

- ❑ Work Element 100.1, Methods/Tasks numbers 8, 10, and 11
- ❑ Work Element 200.1, Methods/Tasks number 5
- ❑ Work Element 310.1, Methods/Tasks numbers 12 and 13
- ❑ Work Element 400.1 and 410.1, Methods/Task number 15
- ❑ Work Element 500.1, Methods/Tasks numbers 10, 16 and 17

PUBLIC PARTICIPATION

Several factors determine the methods utilized and results of public review and participation in Inyo County, including: a) the limited nature of urban transportation issues due to the rural character and sparse population (18,546) of the County; b) the predominant reliance on the automobile as the primary mode of transportation, given the considerable distance between communities and regional destinations; c) the amplified importance of a limited number of transportation corridors necessary for travel; and d) although the County is the second largest in the State (10,203 square miles), 98.3% of the land in the County is owned and administered by various public agencies, thereby, severely constraining future growth. These factors combined have resulted in focused and clearly identified transportation priorities that generate a minimal amount of controversy and subsequent participation in public forums.

The ICLTC will continue to provide public notice of all hearings, as required. Additionally, the Commission will expand and maintain a mailing list of all public agencies, Tribal Governments, chambers of commerce, Community Based Organizations, locally based goods movement providers and individual stakeholders to maximize participation in all public hearings and promote the identification of transportation needs, as well as encouraging input on scheduled agenda items. To comply with federal and state requirements emphasis in outreach efforts to the traditionally underrepresented and underserved populations such as the elderly, disabled, low income, and minority (i.e. Black, Hispanic, Asian American, American Indian /Alaskan Native, and Pacific Islander) are being implemented.

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

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

SAFETEA-LU Mandated Planning Factors

There are no State Planning Emphasis Areas for the fiscal year 2011/2012 OWP cycle. The Federal Planning Factors in Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) are incorporated in the OWP. The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The Federal Planning Factors as revised with new reauthorization. With the passage of SAFETEA-LU, the federal planning factors were expanded to eight. The eight planning factors (for both metro and statewide planning) are addressed in the OWP Work Elements as follows:

1. **Support the Economic Vitality of the Metropolitan Area, Especially by Enabling Global Competitiveness, Productivity, and Efficiency.**

This planning factor appears to have little relevance with respect to the rural nature of Inyo County and its surrounding environs.

2. **Increase the Safety of the Transportation System for Motorized and Nonmotorized Users.**

- Work Elements 400.1 and 410.1, Methods/Tasks numbers 3, 6, 7, 8, 9, 10, 11, 12 & 13
- Work Element 500.1, Methods/Tasks numbers 6 & 13
- Work Element 600.1, Methods/Tasks number 5

3. **Increase the Security of the Transportation System for Motorized and Nonmotorized Users.**

- Work Element 310.1, Methods/Tasks numbers 14 & 15
- Work Elements 400.1 and 410.1, Methods/Tasks numbers 6, 7, & 8

4. **Increase the Accessibility and Mobility of People and for Freight.**

- Work Element 300.1, Methods/Tasks numbers 3 & 4
- Work Element 310.1, Methods/Tasks numbers 1 through 17
- Work Element 400.1, Methods/Tasks number 10

5. **Protect and Enhance the Environment, Promote Energy Conservation, Improve the Quality of Life, and Promote Consistency Between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns.**

- Work Element 300.1, Methods/Tasks numbers 3, 4, & 5
- Work Element 310.1, Methods/Tasks numbers 1 through 17
- Work Elements 400.1 and 410.1, Methods/Tasks numbers 1 through 19
- Work Element 500.1, Methods/Tasks numbers 4, 5, 8, 12, 13, & 14

6. **Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight.**
 - Work Element 310.1, Methods/Tasks numbers 1 through 17
 - Work Elements 400.1 and 410.1, Methods/Tasks numbers 1, 3, 9, & 12

7. **Promote Efficient System Management and Operation.**
 - Work Element 200.1, Methods/Tasks numbers 1, 2, 3, 6 & 7
 - Work Element 310.1, Methods/Tasks numbers 1 through 17
 - Work Elements 400.1 and 410.1, Methods/Tasks number 1
 - Work Element 600.1, Methods/Tasks numbers 1 through 4

8. **Emphasize the Preservation of the Existing Transportation System.**
 - Work Element 200.1, Methods/Tasks numbers 1, 2, 3, 6, & 7
 - Work Element 310.1, Methods/Tasks number 7
 - Work Element 600.1, Methods/Tasks numbers 1 through 4

PLANNING ACTIVITIES

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

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

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

In consideration of the foregoing priorities, the 2011/2012 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 Local Project Development and Monitoring
- 410.1 US 395 Project Management
- 500.1 Coordination & Regional Planning
- 600.1 PMS/GIS

WORK ELEMENT 100.1

Title: Compliance and Oversight

Purpose: To provide documentation of activities, support and maintain services required to implement the transportation planning programs and processes.

Previous Work: Continuing process. Each of the Methods/Tasks described below were completed in the 2009-2010 FY and the 2010-2011 FY.

Products: Miscellaneous reports, correspondence and documentation, coordinate activities between Caltrans, Tribal Governments, local agencies, and ICLTC. Maintained all records and minutes of ICLTC meetings. Document Tribal government-to-government relations.

Methods/Tasks (for 2011/2012 FY):

1. Prepare reports, agendas, correspondence and documentation.
2. Attend RTPA meetings as scheduled and meet with representatives of Caltrans and other agencies.
3. Perform liaison duties between ICLTC, Caltrans, and other local agencies.
4. Ensure performance of all required State Subvention audits that the ICLTC is required to complete.
5. Meet and confer with the SSTAC addressing “Unmet Needs” and other transportation issues.
6. Maintain records of ICLTC activities.
7. Ensure that planning processes and products comply with the provisions of Title VI of the 1964 Civil Rights Acts and the President’s Executive Order on Environmental Justice.
8. Coordinate, consult, and collaborate with the five Tribal Governments.
9. Comply with SAFETEA-LU and the Federal Transportation Reauthorization, if adopted during this Fiscal Year.
10. Continue to encourage public participation and awareness of regional transportation planning issues through such activities as:
 - Advertising monthly and special meetings
 - Encouraging public meetings with Caltrans, local agencies, tribal governments, and the general public.
 - Conducting public outreach through brochures and advertising.
 - Expand public outreach by continued development of a mailing list of agencies and interested parties.

- Continue to improve public outreach by maintaining and expanding the list of email addresses of agencies and interested parties.
- Continue to maintain and update the ICLTC website (www.inyoltc.org).

11. Maintain records of all Tribal government consultation and outreach.

Funding Sources:

Rural Planning Assistance Fund: \$ 54,000

WORK ELEMENT 110.1

Title: Overall Work Program

Purpose: To prepare and monitor the implementation of the Overall Work Program.

Previous Work: Completion of 2010/2011 Overall Work Program, including quarterly reports and the final report for the 2009-2010 FY.

Products (for 2011/2012 FY): Quarterly and Final Reports, Amendments, Overall Work Program Agreement, correspondence and documentation, development of the 2012/2013 Overall Work Program.

Methods/Tasks (for 2011/2012 FY):

1. Monitor implementation of FY 2011/2012 Overall Work Program.
2. Prepare amendments to incorporate changes or adjustments during fiscal year.
3. Prepare and process Overall Work Program Agreement.
4. Prepare Draft and Final Overall Work Program for FY 2012/2013. Coordinate review and approval by Caltrans and ICLTC and incorporate review comments, as appropriate.
5. Prepare OWP Quarterly Reports.
6. Prepare 2010-2011 OWP Final Report.
7. Prepare invoices and financial records.
8. Maintain records and documentation.
9. Seek public comment, input, and participation for tasks identified in the OWP.

Funding Sources:

Rural Planning Assistance Funds: \$ 15,000

WORK ELEMENT 200.1

Title: Regional Transportation Improvement Program (RTIP)

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

Previous Work: Adoption and implementation of the 2010 STIP, completion of PSRs for both the City and the County, continuous monitoring of local agency projects, coordinate with District 9 on future programming on the State Highway, and creation of a committee to provide feedback on the selection of the preferred alternative for the Olancho-Cartago 4-lane project.

Products (for 2011/2012 FY): Miscellaneous reports, correspondence and documentation associated with the implementation of the 2010 STIP. Development and submittal of the 2012 RTIP.

Methods/Tasks (for 2011/2012 FY):

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 MOU's with Caltrans and MOU's with neighboring agencies.
2. Monitor progress and programming of local agency projects in current and future STIP cycles.
3. Meetings with the Inyo County Local Transportation Commission, Caltrans and/or committees in regards to planning future projects for STIP inclusion.
4. Develop Project Study Reports (PSR's) or PSR Equivalents.
(This task is only eligible to receive PPM funds).
5. Coordinate, consult, and collaborate with the five Tribal Governments on the development of Regional Transportation Improvement Program and Transportation Enhancement projects.
6. Provide feedback to the California Transportation Commission regarding the 2012 RTIP.
7. Implement the 2010 STIP.
(This task is only eligible to receive PPM funds).
8. Development, adoption, and submittal of the 2012 RTIP.
(This task is only eligible to receive PPM funds).

Funding Source:

Rural Planning Assistance Funds (RPA):	\$ 15,000
Planning, Programming and Monitoring Fund (PPM):	\$ 25,000
Total:	\$40,000

WORK ELEMENT 300.1

Title: Administer Transit

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

Previous Work: On-going annual administration of the TDA. Each of the Methods/Tasks described in this work element were completed in FY 2010-2011.

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

Methods/Tasks (for 2011/2012 FY):

1. Receive claims for State Transit Assistance and Local Transportation Funds.
2. Conduct the unmet transit needs findings process and coordinate the development of services that meet the unmet transit needs.
3. Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit service operations and local streets and roads, when appropriate.
4. Review transit operations annually or as needed and make recommendations for adjustments in service, in accordance with TDA requirements.
5. Meet and confer with the Social Services Transportation Advisory Council in conformance with TDA Guidelines.
6. Ensure completion of all performance financial audits.
7. Implement recommendations set forth in the triennial performance audit.
8. Administer the Transportation Development Act.
9. Maintain financial records of expenditures and allocations of Transportation Development Act funds.
10. Fund payment of the Inyo County Cost Plan for ICLTC rent and office space at a rate of \$1,336 per month. Fund the cost of ICLTC Comprehensive Insurance at a rate of \$103 per month and Liability Insurance at a rate of \$58 per month.

Funding Sources:

Local Transportation Fund: \$23,212

WORK ELEMENT 310.1

Title: Coordinate Transit Services

Purpose: While the opportunities for coordination of transit services are limited, the coordination of the services that are available will still enhance their effectiveness. Any coordination of transit services will include the evaluation of services necessary to address the needs of traditionally underrepresented populations such as the elderly, disabled, low-income minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and Tribal Governments. The purpose of this element will be to continue to evaluate the services that are available, continue to determine where coordination of services may occur, and revise, as necessary, the role of the ICLTC in coordinating or monitoring those services. Maximize federal and State sources that may be available to improve the transportation system in Inyo County.

Previous Work: Implementation of the Coordinated Public Transit – Human Services Transportation Plan for Inyo and Mono Counties. Develop matrix of transit providers and their resources, for purposes of improving coordination of service. Worked with ESTA and Mono County LTC to examine the roles and responsibilities of each governing board. Coordinated with ESTA to apply for Transportation Modernization, Improvement, and Service Enhancement Account and Office of Homeland Security grant programs. Evaluate FTA Section 5310 grant applications.

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

Methods/Tasks (for 2011/2012 FY):

1. Continue to develop and maintain inventory of current transit providers and the scope of their services.
2. Continue to consult with transit providers to verify services that are being coordinated.
3. Continue to evaluate and recommend adjustments in services of existing transit providers to meet existing transportation needs.
4. Continue to present findings to the ICLTC.
5. Continue to evaluate Intelligent Transportation Systems (ITS) technology for coordinating and monitoring current transit services.
6. Continue to monitor and evaluate the interregional transit service.
7. Continue to work with ESTA to pursue the procurement of long-term funding to ensure the continuation of interregional transit service.
8. Continue participation with KERNCOG and Mono County to establish a comprehensive interregional transit service for the Eastern Sierra corridor.

9. Continue coordination with Inyo County, Mono County, Town of Mammoth Lakes and the City of Bishop on the operation of ESTA.
10. Implementation of the Coordinated Public Transit- Human Services Transportation Plan for Inyo-Mono Counties.
11. Assist ESTA with the implementation of the ESTA Short-Range Transit Plan.
12. Coordinate and consult with the five Tribal Governments.
13. Conduct outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.
14. Continue to allocate funding for transit grant programs such as the California Office of Homeland Security Transit Security Grant Program (TSGP) and the Public Transportation Modernization, and Service Enhancement Account (PTMISEA).
15. Complete semi-annual and final reports for the TSGP and PTMISEA projects.
16. Encourage local transit providers to submit applications for Federal Transit Administration grant programs (Sections 5304, 5310, 5311, 5316 and 5317) and coordinate with Caltrans in the review and submittal of these grant proposals.
17. Complete and implement evaluation of the relationship between the ICLTC and ESTA in service planning. Implement consultant recommendations from transit roles and responsibilities analysis.

Funding Sources:

Rural Planning Assistance Fund:	\$ 20,000
Local Transportation Fund:	\$ 5,000
Total =	\$ 25,000

WORK ELEMENTS 400.1 & 410.1

Title: 400.1 - Local Project Development & Monitoring
410.1 – State Highway Project Management

Purpose: With Inyo County, City of Bishop, and Caltrans, help with the administration of local projects. Assist with the review and preparation of environmental documents, funding requests, STIP amendments, and other CTC documents. In conjunction with Caltrans, monitor the progress of State projects on US 395 and other state roads.

Previous Work: Administration of TE grant applications. Provide input on the Olancha-Cartago Four Lane Expressway project.

Methods/Tasks (for 2011/2012 FY):

1. Continue to monitor and assist with planning pursuant to continued progress of local projects and State highway projects.
2. Continue to provide planning assistance involving identification and development of local grant projects.
3. Continue to be involved in the development and the allocation of funds for transportation and planning programs such as Transportation Enhancement (TE), Safe Routes to Schools (SR2S), Pedestrian Safety Program (PSP), Rails to Trails, Environmental Enhancement and Mitigation (EEM), Community Based Transportation Planning, Rural Blueprint, etc...
4. Continue to assist with planning, CEQA and/or NEPA review and clearance of local projects and Caltrans projects.
5. Continue to facilitate adequate public involvement and participation in the planning and development of local and State projects.
6. Continue to ensure that safety and security are considered in the planning, development and selection of alternatives for proposed local and Caltrans projects.
7. Continue to coordinate and develop 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.
8. Continue to coordinate 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.
9. Continue to explore opportunities to plan and implement the recommendations presented in the Inyo County Collaborative Bikeways Plan.

10. Continue to participate and sponsor planning and development of improvements to access and circulation at the Eastern Sierra Regional Airport.
11. Continue to participate in public meetings and transportation studies to identify appropriate local projects to address local and regional transportation problems.
12. Ensure access-management issues are included with all project review on local streets and roads and the state highway system.
13. The ICLTC shall use performance measures in the evaluation and selection of future projects.
14. Maintain a Disadvantaged Business Enterprises (DBE) program.
This task is only eligible to receive PPM funds. This task is not for specific projects. It is for the overall DBE program.
15. Coordinate and consult with the five Tribal Governments.
16. For local land division projects, address dedication for right-of-way (ROW) needs and perfection of ROW title for State and local roadways.
17. Develop Project Study Reports (PSR's) or PSR Equivalents.
(This task is only eligible to receive PPM funds).
18. Coordinate with the Inyo National Forest and their Whitney Portal Road Alternative Transportation Systems grant and assist with the completion of a parking study assessing current and proposed parking facilities in Long Pine, include an analysis of the need for a centralized off-street public parking location and identify and recommend potential parking locations, if necessary.
19. Conduct a walk and bike-ability audit of schools in Inyo County.
20. Provide staff to assist Caltrans District 9 with the Origin and Destination summer survey.

Funding Sources:

Rural Planning Assistance Fund:	\$ 47,000
Planning, Programming and Monitoring Fund	\$ 10,000
Total =	\$ 57,000

WORK ELEMENT 500.1

Title: Coordination & Regional Planning

Purpose: To provide oversight and coordination in regional planning and transportation issues.

Previous Work: a) Implementation of the Inyo County Regional Transportation Plan. b) Continued to monitor issues addressed by the Rural Counties Task Force. c) Attended and participated in Eastern California Transportation Planning Partnership meetings and programs. d) Continued participation in analysis and implementation of the Heritage Trail project in Lone Pine. and e) Regular maintenance of the Inyo County LTC website at www.inyoltc.org.

Methods/Tasks (for 2011/2012 FY):

1. Participate and coordinate in activities between Caltrans, ICLTC, and the Eastern California Transportation Planning Partnership.
2. Continue to coordinate with Caltrans on transportation planning activities such as:
 - Olancha/Cartago 4-lane project
 - System Level Planning Documents (Transportation Concept Reports)
 - Project specific public involvement activities
 - North Sierra Highway from See Vee Lane to Barlow Lane access/egress issues
 - US 395 truck route bypass around Bishop
 - Realignment of the US 395 and US 6 intersection.
 - Rockfall on US 190 near Townes Pass(This task is only eligible to receive PPM funds).
3. Continue to 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.
4. Continue to ensure that planning and transportation operations address the needs and issues of all constituents.
5. Continue to require coordination of transportation planning with other planning efforts such as land use planning, CEQA/NEPA review, air quality planning, watershed management, etc...
6. Continue to participate in Intelligent Transportation Systems (ITS) training and development of the Sierra Nevada ITS Strategic Deployment Plan.
7. Continue to participate and coordinate with the Rural Counties Task Force (RCTF).
8. Continue to evaluate the potential for implementation of the “Livable Communities” concept in County communities and promote collaboration with Mono County, Caltrans District 9 and stakeholders to ensure transportation improvement projects are beneficial to the community.

9. Continue to develop criteria, policies and guidelines addressing prioritization and selection of regional transportation projects.
10. Continue a program of coordination and consultation 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); SAFETA-LU Section 3005, Subsection 5303(i)(2)(B), Section 6001, Subsection 134(i)(2)(B), and 6002.
11. Update the Regional Transportation Plan (RTP) to facilitate the programming and delivery of City, County, and State projects.
12. Continue to participate in analysis and implementation of the Heritage Trail project in Lone Pine.
13. Continue to implement ITS traffic circulation recommendations that develop out of community planning efforts.
14. Consider implementing a planning study to evaluate the combined use of specific local streets and roads by regular vehicular traffic and off highway vehicles. Establish criteria local agencies can use to determine if the roads comply with the Vehicle Code. Monitor the designation of combined use roads.
15. Evaluate, in coordination with the County, the feasibility of an update to the Airport Land Use Compatibility Plan.
16. Coordinate with tribal governments to consider submittals of County and City roads, routes and bridges for funding as part of the Bureau of Indian Affairs Indian Reservation Roads inventory system.
17. Coordinate with tribal governments to apply for Bureau of Indian Affairs (BIA) funding for County and City roads that provide direct access to Indian Reservations.
18. Continue to provide funding for a comprehensive update of the City of Bishop mobility plan as a means to prioritize projects and to update the Regional Transportation Plan in future years.
19. Implement proposals included in the Eastern Sierra Corridor Enhancement Plan for U.S. Highway 395 if feasible.

Funding Source:

Rural Planning Assistance (RPA) Fund	\$55,000
Planning, Programming, and Monitoring Fund	\$55,000
Total =	\$110,000

WORK ELEMENT 600.1

Title: PMS/GIS

Purpose: To ensure optimum use of State and Federal funds allocated for construction and maintenance on local roads, assist with the continued development and maintenance of a Pavement Management System (PMS). The PMS will assess the current operational condition of the local road system, identify maintenance or rehabilitation work required to meet the current needs, and develop management strategies using life cycle cost analyses for proposed maintenance and rehabilitation activities. The PMS will utilize best management practices, make optimum use of construction and maintenance funds for local roads and meet Federal and State requirements for pavement management.

In order to provide for easy identification of current projects that are being funded with State and Federal funds and to identify the network of roads within the City and County, assist with the development of a countywide Geographic Information System (GIS).

Previous Work: Survey of approximately 1/3 of road network. Fieldwork for data collection for PMS/GIS system.

Methods/Tasks (for 2011/2012 FY):

1. Continue development of a Pavement Management System for the County of Inyo as follows:
 - Continue with inventory of County and City roads.
 - Continue to develop priorities and weighted criteria for use in determining overall condition ratings and priority rankings.
 - Continue to evaluate traffic classifications, street designations, materials and standards.
 - Continue to develop procedures, standards and impact fees to protect the public investment in streets.
 - Continue to develop a computerized 3-year pavement management plan and capital improvement plan.
2. Continue contracting with a consultant to update the City and County Pavement Management System every three years, with 1/3 of the system being updated each year.
3. Continue to develop Capital Improvement Plan for County roads using most cost-effective rehabilitation strategies.
4. Continue to 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.
5. Continue to utilize GIS to develop assessment tools for evaluating safety of transportation system, CEQA/NEPA analysis and regional transportation issues.

6. Work with Caltrans to integrate County and City GIS data with information from the California Department of Transportation Information System (CTIS). Develop compatible system protocols with the CTIS and other agency systems to enable maximum use of common data.
7. Continue to evaluate County road standards to determine what amendments may be necessary to ensure roadway improvements are beneficial to the community.

Funding Source:

Rural Planning Assistance:	\$ 10,000
Planning, Programming and Monitoring Fund Carryover:	\$ 45,000
Total =	\$ 55,000

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
2011/2012 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY**

WORK ELEMENT		FUNDING SOURCE			TOTAL
Number	Description	RPA	LTF	PPM	
100.1	Compliance and Oversight	\$54,000			\$54,000
110.1	Overall Work Program	\$15,000			\$15,000
200.1	Regional Transportation Improvement Program	\$15,000		\$25,000	\$40,000
300.1	Administer Transit		\$23,212		\$23,212
310.1	Coordinate Transit Services	\$20,000	\$5,000		\$25,000
400.1	Local Project Development	\$47,000		\$10,000	\$57,000
410.1	State Highway Project Management				
500.1	Coordination & Regional Planning	\$55,000		\$55,000	\$110,000
600.1	PMS/GIS	\$10,000		\$45,000	\$55,000
	TOTALS	\$216,000	\$28,212	\$135,000	\$379,212

Appendix A

Other Planning Activities within the Region

Information Element Matrix, Inyo County 11/12

The following list of planning activities which Caltrans conducts or participates in within the regional transportation planning area.

<u>Activity Description</u>	<u>Funding Type</u>	<u>Product(s)</u>	<u>Work Performed By</u>	<u>Due date</u>
Update various Transportation Concept Reports	State	Updated Transportation Route Concept Reports (US 395, SR 127, SR190)	Caltrans	Ongoing
Eastern Sierra GIS Users Group	Various	GIS Interagency Group	Various	Ongoing
Eastern California Transportation Planning Partnership	Various	Coordinated Planning Documents	Caltrans, Inyo RTPA, Mono RTPA, Kern COG, SANBAG	Ongoing
Tribal Coordination / Consultation	State	Coordination of Plans and Projects	Caltrans	Ongoing
Transit Coordination	Various	Funding information, contracts, and approvals	Caltrans	Ongoing
Intergovernmental – Local Development Review	State/Federal	Safe Highway accesses, lead agency comment letters, traffic mitigation fees	Caltrans	Ongoing
Community Planning	State/Federal	Community Planning and Blueprint planning tool	Caltrans	Ongoing
Community Planning	State/Federal	Grant Resources	Caltrans	Ongoing
Origination and Destination Study	State	Plan and prepare for 2011 D9 O&D Study	Caltrans	Summer survey in August 2011
Advanced Planning	State	Potential 168 Narrows Feasibility Study	Caltrans	End of Fiscal Year 2011/2012

Appendix B

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

ORGANIZATIONAL CHART

