

## Section 19. Fact Sheet

(See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.



# 2024 State Transportation Improvement Program (STIP)



## Fact Sheet

### Inyo County Regional Transportation Improvement Program

#### Executive Summary

For the first time in many STIP cycles, Inyo County's 2024 STIP target share balance is positive, calculated at \$2.742 million. A long-term focus by the Inyo County Local Transportation Commission (ICLTC) on safety improvements to the Eastern Sierra corridor has resulted in Inyo County having a negative STIP share balance for several STIP cycles in a row, and generally reduced funding to address the communities' needs for well maintained roads and for multi modal travelling options. For over two decades, the Inyo County LTC engaged in a productive partnership with, Kern County, Mono County, and Caltrans to transform the corridor along SR 14 and US 395 to a significantly safer route for interregional travelers and residents between Southern California and northern Mono County.

Inyo County's 2024 Target share balance, though modest at \$2.742 million, provides an important opportunity address the County's need to provide match for a Federal Lands Access Program (FLAP) Grant to reconstruct 5.21 miles of State Line Road, a primary access road to access Death Valley National Park. The project represents a critical improvement for rural southeast Inyo County residents for whom this road segment is a lifeline to access healthcare and vital services. Furthermore, the project will improve safety for interregional travelers and for visitors of Death Valley.

#### Benefits

Inyo County's RTIP programs a FLAP match for a \$22 million reconstruction project that will enhance equity and safety for one of the most isolated and disadvantaged population centers in rural southeast Inyo County. State Line Road between Death Valley Junction and the Nevada border is a 5.21-mile stretch of narrow two-lane road that provides the most direct route between Inyo County and Las Vegas. Residents of isolated rural communities, such as Charleston View, Tecopa, and Shoshone rely on this road to access vital services that only exist in an urban area. Department of Transportation signage directs traffic from Las Vegas to this narrow, failing stretch of pavement as the most direct interregional route for freight and travelers between NV and Death Valley. Death Valley saw 1.7 million visitors in 2018, many of whom would have travelled there via this route. The construction of the project will allow for a two-foot-wide shoulder with striping on both sides to better accommodate bicyclists.

Inyo County is also carrying forward from the 2022 RTIP the final phases of one STIP COVID Relief funded project that replaces a narrow bridge near Bishop and incorporates pedestrian and bicycle enhancements. This bridge is deficient and narrow, devoid of pedestrian facilities. East Line Street is the primary access route to the Bishop Airport and is a popular biking route on the eastern side of Bishop, a disadvantaged community in terms of income.

### **Goals and Objectives**

The Inyo County Regional Transportation Improvement Plan (RTP) prioritizes safety, equity, accessibility & mobility, and the environment among its primary goals for the planning period. The RTP and the Lone Pine project are consistent with regional plans, including the 2023 Inyo County Active Transportation Plan, and the Inyo County General Plan. East Line Street Bridge replacement project will make walking and bicycling safer and more accessible, will increase the walk/bike mode split. The State Line Road reconstruction project will improve safety and equity for southeast Inyo County residents.

The State of California continues to set ambitious targets for the reduction of GHG emissions through AB 32 (2006) and SB 32 (2016). Even though Inyo County is not required by SB 375 (2008) to address regional GHG targets in the RTP and prepare sustainable community strategies, Inyo County's RTIP includes components that reduce VMT, encourage walking and biking, while at the same time, address critical safety and infrastructure needs.