

**AMENDMENT NUMBER 2 TO  
AGREEMENT BETWEEN THE COUNTY OF INYO AND  
LSC TRANSPORTATION CONSULTANTS, INC.  
FOR THE PROVISION OF TRANSPORTATION PLANNING SERVICES**

**WHEREAS**, the County of Inyo (hereinafter referred to as “County”) and LSC Transportation Consultants, Inc. of Tahoe City, CA (hereinafter referred to as “Consultant”), have entered into an Agreement for the provision of engineering services dated April 10, 2018, on County of Inyo Standard Contract No. 156, for the term from April 10, 2018 to April 30, 2023.

**WHEREAS**, such Agreement provides that it may be modified, amended, changed, added to, or subtracted from, by the mutual consent of the parties thereto, if such amendment or change is in written form, and executed with the same formalities as such Agreement, and attached to the original Agreement to maintain continuity.

**WHEREAS**, County and Consultant do desire and consent to amend such Agreement as set forth below.

1. Section 2, **TERM**, the first sentence is revised as follows:

The term of this Agreement shall be from April 10, 2018 to December 31, 2023 unless sooner terminated as provided below.

2. Section 3, D, **Limit upon amount payable under Agreement**. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$159,742.00 (initial term) \$ N/A (option 1) and \$ N/A (option 2) for a total of \$ N/A Dollars (hereinafter referred to as “contract limit”).
3. Attachment A to the Contract shall be revised to include additional tasks required for the completion of the 2023 Regional Transportation Plan and the development of the Local Road Safety Plan, as described in Attachment A-1 to the Contract.

The effective date of this amendment to the Agreement is November 16, 2021.

All other terms and conditions of the Agreement are unchanged and shall remain the same.

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AGREEMENT BETWEEN THE COUNTY OF INYO AND  
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IN WITNESS THEREOF, THE PARTIES HERETO HAVE SET THEIR HANDS AND SEALS THIS  
\_\_\_\_ DAY OF \_\_\_\_\_, 2021.

**COUNTY OF INYO**

**CONSULTANT**

By: \_\_\_\_\_

By: \_\_\_\_\_

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

APPROVED AS TO FORM AND  
LEGALITY:

\_\_\_\_\_  
County Counsel

APPROVED AS TO ACCOUNTING  
FORM:

\_\_\_\_\_  
County Auditor

APPROVED AS TO PERSONNEL  
REQUIREMENTS:

\_\_\_\_\_  
Director of Personnel Services

APPROVED AS TO RISK ASSESSMENT:

\_\_\_\_\_  
County Risk Manager

**ATTACHMENT A1**

**AGREEMENT BETWEEN THE COUNTY OF INYO AND  
LSC TRANSPORTATION CONSULTANTS, INC.  
FOR THE PROVISION OF TRANSPORTATION PLANNING SERVICES**

**TERM:**

**FROM:** April 10, 2018 **TO:** December 31, 2023

**SCOPE OF WORK:**

The scope of work described in the original Contract, dated April 10, 2018, is revised to include additional tasks required for the completion of the 2023 Regional Transportation Plan and the development of a Local Road Safety Plan.

See Regional Transportation Plan and Local Road Safety Plan Work proposals from LSC Transportation Consultants, Inc.

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P.O. Box 5875  
Tahoe City, CA 96145  
530-583-4053 ▲ FAX: 530-583-5966  
[info@lscstahoe.com](mailto:info@lscstahoe.com) ▲ [www.lscstrans.com](http://www.lscstrans.com)



October 27, 2021

John Pickney  
Inyo County Local Transportation Commission  
P.O. Drawer Q  
Independence, CA 93526

SUBJECT: Inyo 2023 Regional Transportation Plan Update Work Scope and Cost Estimate

Dear Mr. Pickney:

Below is a proposed Work Scope and Cost Estimate for the 2023 Update of the Inyo County Regional Transportation Plan (RTP) as per the April 2018 agreement with Inyo County. The Work Scope is similar to the one followed in 2018 and assumes a simple update of the RTP with no significant changes to the Policy Element and Action Element. The Work Scope also assumes that a Negative Declaration will be required as the environmental document. LSC will be happy to work with you to ensure that the RTP update work scope reflects the goals of Inyo County.

## **WORK SCOPE**

As the Regional Transportation Planning Agency (RTPA) for the region, California law requires the Inyo County Local Transportation Commission (ICLTC) to adopt and submit an updated RTP to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every four years. The main objective of a Regional Transportation Plan update is to develop a long-term plan for transportation facilities in Inyo County that is fiscally constrained, sustainable, and consistent with the goals and assumptions set forth in adopted and in-progress plans in the region. LSC will work closely with ICLTC, the public, and other stakeholders to address these issues by determining Inyo County's regional transportation needs and updating capital improvement project lists to address those needs. The RTP update will be conducted in conformance with the latest federal and state guidance.

### **TASK 1: Kick-off Meeting**

Kick-off Meeting

As part of Task 1, the LSC Team will hold a "kick-off" meeting via Zoom with ICLTC staff, county representatives, City of Bishop staff, tribal representatives, and the Caltrans District 9 representative to refine the focus and schedule of the project, gather data, discuss relevant changes in existing conditions, review regional goals and policies, and discuss data forecasts and plan assumptions.

## **TASK 2: Existing and Future Conditions Analysis**

### Existing Conditions

The first step in the RTP process will be to conduct an analysis of existing conditions. As this is an update to previous RTPs and as Inyo County has not grown significantly in population, it is anticipated that changes to existing conditions will be minimal. Data such as population and traffic volumes will be updated with the most current information available. This section will also include a list of transportation capital improvement projects completed since the last RTP adoption. Recent plans and studies which have been updated since 2019, such as the Short Range Transit Plan for the Eastern Sierra Transit Authority (ESTA), will also be reviewed. Lastly, the Study Team will review applicable planning documents identified in the 2017 guidelines with which the RTP should be consistent such as Local Public Health Plans.

### Future Conditions Analysis

As part of this task, the Study Team will project demographic and economic conditions over the 20-year planning period as a basis for the transportation needs assessment. This will include a review of local and state demographic forecasts. LSC will also prepare forecasts of traffic volumes and level of service, based on the following:

- Traffic trends over the last 10 and 20 years per Caltrans and Inyo County data
- Transportation Concept Reports

The existing and future conditions analysis will be combined with input from the public/stakeholder outreach (Task 3) effort to update the regional transportation needs and issues assessment for each transportation mode.

## **TASK 3: Public Participation/Stakeholder Consultation Process**

Per the 2017 RTP Guidelines, a strong consultation and coordination process is a key element in the development of an effective RTP. The public participation process will comply with previously adopted ICLTC Public Involvement Procedures. We will make documented outreach efforts to the following:

### On-line Questionnaire

In rural counties such as Inyo County, public workshops often garner minimal input. It is likely that more input can be attained by directly contacting agencies and groups with interest in regional transportation. For this reason, the RTP consultation and coordination process will be an important part of public input. The Study Team will develop a short questionnaire which can be made available on-line and in hard copy format. The questionnaire will ask respondents about their opinion on how to prioritize transportation needs in general categories (maintenance, new roadways, public transit, bicycle facilities, etc.), as well as ask for specific input. Respondents will also be asked to rank performance measures used to prioritize transportation capital improvement projects (safety, mobility, productivity, etc.).

Availability of the questionnaire will be noticed in Inyo Register. The following groups will be directly contacted and provided a link to the on-line questionnaire as well as a PDF file to be distributed in hard copy format:

- Tribal Governments (Bishop Paiute Tribe, Big Pine Paiute, Fort Independence, Lone Pine Paiute, Timbisha Shoshone)

- County and City Health and Human Services Departments

- Inyo County Office of Education
- Bicycle advocacy groups
- ESTA
- Private Shuttle Services
- Eastern Sierra Area Agency for the Aging
- Inyo Mono Association for the Handicapped
- Adventure Trails of the Eastern Sierra
- Private companies generating truck traffic (freight shippers)
- ICLTC Social Services Transportation Advisory Council (SSTAC)
- Chamber of Commerce
- Los Angeles Department of Water and Power

If it is deemed by the Study Team and ICLTC that insufficient input was received, LSC will work with county staff to advertise the questionnaire to a larger audience and extend the availability of the questionnaire.

#### Consultation

Per the 2017 RTP Guidelines, the Study Team will consult with the following agencies in the development of the RTP.

- After consulting the Caltrans Native American Liaison Branch, we will contact Tribal Governments that have sacred lands in Inyo County to request input on the RTP process. The Study Team will request and review any transportation related tribal plans and projects. LSC will continue to keep the tribal governments informed about various meetings and document availability throughout the RTP process.
- We will contact all adjacent county RTPAs to make them aware of the RTP update and request their input.
- We will consult with environmental resource agencies such as the US Forest Service, Bureau of Land Management, Los Angeles Department of Water and Power, Death Valley National Park, Lahonton Water Quality Control Board and California Department of Fish and Game. Regional Transportation Plans and projects will be compared with adopted resource agency plans, maps and other data. The Great Basin Unified Air Pollution Control District will also be included in the planning process and the RTP will be consistent with transportation conformity measures set forth in applicable State Implementation Plans.

#### Notification

Draft documents and public notices for input will be made available for posting on the ICLTC website.

#### Public Hearing

After completion of the Draft RTP and Negative Declaration, LSC will present the RTP at a regularly scheduled ICLTC meeting during a public hearing process. We will directly notify all stakeholders and persons who have expressed interest in the project of the public hearing.

All public participation/stakeholder input will be summarized in the RTP, and copies of correspondence will be included as an appendix.

The Policy Element describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates. As this document is an update to the 2019 RTP and there has not been significant changes in the county over the intervening years, it is not anticipated that the policy element will not change significantly.

### **TASK 5: Action Element**

The Action Element identifies plans to address the needs and issues for each transportation mode (roadways, goods movement, transit and non-motorized transportation), in accordance with the goals, objectives, and policies set forth in the policy element. The future conditions analysis and public/stakeholder input will be considered to develop prioritized short-term and long-term projects and programs consistent with the identified needs and policies. Top priority projects along with cost estimates, implementing agency, and performance measures will be displayed in tables in Microsoft Excel for easy reference and use by decision-makers. The action element also includes a discussion of the following required RTP elements:

- Transportation safety & security
- Preservation of existing and future infrastructure
- Compatibility with transportation and land use
- Potential environmental mitigation areas and activities
- Performance measures and evaluation criteria for prioritizing improvement projects based on the latest federal guidance
- Coordination with other planning processes such as the Interregional Transportation Strategic Plan (ITSP) and Transportation Concept Reports (TCRs).

Although as a rural county Inyo County is not required to develop Sustainable Community Strategies, a qualitative analysis of the potential impacts of RTP projects on greenhouse gas emissions will be conducted, a discussion as to how RTP projects and policies can help attain statewide GHG goals will be included and potential strategies to address climate change issues will be outlined. This analysis will enhance the quality of information available to decision makers and assist with future policymaking.

### **TASK 6: Financial Element**

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the action element. The intent is to define realistic inflation adjusted financing constraints and opportunities. The focus of the financial element will be to work closely with ICLTC to develop conservative and realistic estimates of all transportation funding sources to formulate a 10-year fiscally constrained project list. A 20 year financially unconstrained projects will also be listed.

## **TASK 7: Draft RTP and Environmental Documentation**

All elements described above will be compiled into an Administrative Draft Plan for review and comment by ICLTC staff. Electronic files in both Microsoft Word and Adobe PDF format will be delivered. Hard copies will be available upon request.

- Deliverable: Administrative Draft RTP

Next, LSC will incorporate all comments to prepare the Public Draft RTP. This document will include an Executive Summary and the California Transportation Commission (CTC) RTP checklist. Electronic files in both Microsoft Word and Adobe PDF format will be provided to ICLTC staff for review and distribution. Hard copies will be available upon request. The Public Draft RTP will be made available for posting on ICLTC's website. As indicated in Task 3, the Public Draft RTP will be presented at a regularly scheduled ICLTC meeting as a public hearing.

- Deliverable: Public Draft RTP CEQA Documentation

It is the understanding of LSC that, given the very limited scope of new capacity increasing projects to be included in the RTP as well as the programmatic nature of the document, adoption of the 2023 RTP will not require an Environmental Impact Report (EIR). As part of this task, LSC will complete the CEQA Initial Study checklist to confirm that the RTP will not result in any significant environmental impacts. LSC will then prepare a Negative Declaration, while the ICLTC will be responsible for publicly noticing the Negative Declaration. If it were determined after the initial study process that an EIR is necessary, preparation of this document would be outside the scope of this proposal. The Negative Declaration report will include the following:

- Project description
- Project location
- Identification of project proponent
- Proposed finding of less than significant impact
- Attached copy of the California Environmental Quality Act (CEQA) Initial Study Checklist justifying the finding.

A minimum public review period of 30 days is required for a Negative Declaration unless the State Clearinghouse grants a "shortened review period" of 20 days and approved by Caltrans staff. LSC will mail 15 copies of the Negative Declaration directly to the State Clearinghouse for environmental review, while another five copies and an electronic file will be sent to ICLTC. Additionally, we will make the Initial Study/Proposed Negative Declaration available for posting on ICLTC's website the duration of the public review period.

- Deliverable: Negative Declaration

LSC will present the Draft RTP and the Draft Negative Declaration to the ICLTC at a regularly scheduled meeting as part of a public hearing.



## **TASK 8: Prepare Final RTP and Negative Declaration**

A Final RTP and Negative Declaration will be prepared incorporating public and Caltrans comments. Thirteen copies of each document will be provided, along with all electronic files on USB key in both native formats and Adobe PDF. We expect that this document can be adopted by the ICLTC without the need for a presentation by LSC. Within five days of adoption of the RTP, LSC will assist the ICLTC with filing a Notice of Determination for approval with the State Clearinghouse and arrange for posting by the County Clerk.

- Deliverable: Final RTP

## **SCHEDULE**

A proposed schedule for the RTP update is displayed in Table 1.

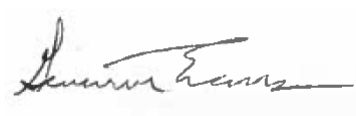
## **COST ESTIMATE**

Estimated costs for the RTP update are displayed in Table 2. LSC proposes a total project cost of \$45,097. This includes one-site visit, presumably for the presentation of the Draft Plan at an ICLTC meeting.

LSC is happy to work with ICLTC to revise the work scope and cost estimate to meet the needs of the commission.

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Respectfully submitted,  
LSC TRANSPORTATION CONSULTANTS, INC.



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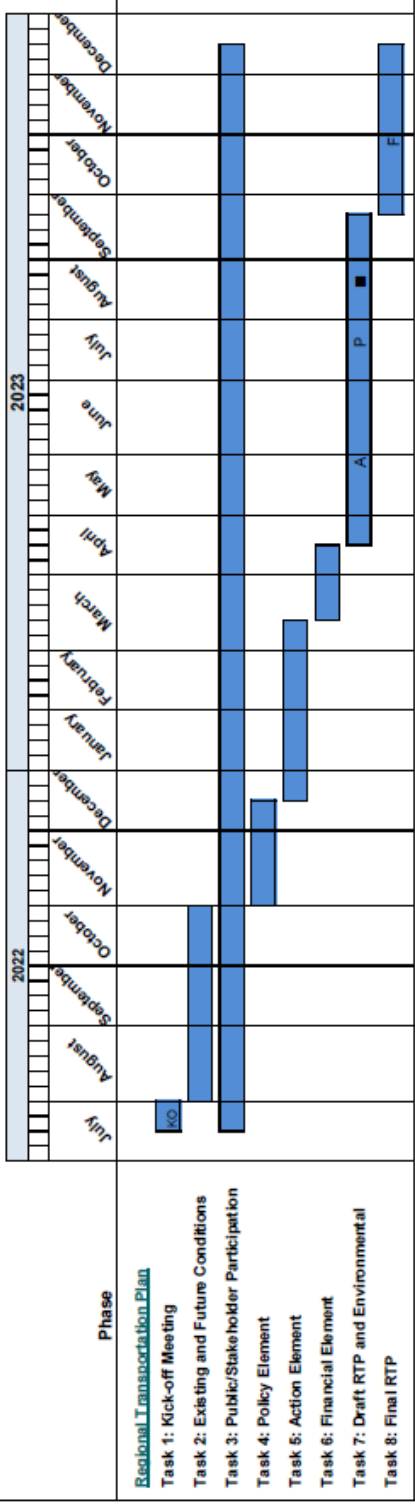
Genevieve Evans, AICP

LSC Transportation Consultants, Inc.

Enclosure: Tables 1 and 2

**TABLE 1: Proposed Schedule**

**Inyo County 2023 Regional Transportation Plan**



Note: KO = Kick-off A = Administrative Draft RTP, P = Public Draft and Environmental Document, F = Final RTP and Environmental Document  
 Presentation = ■

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## Work Scope

### *Inyo County Local Roadway Safety Plan Study*

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#### Work Tasks

##### Task 1 – Study Management and Stakeholder Group

As part of this task LSC will manage the progress of the LRSP and provide billing and coordination documents to the Inyo County Local Transportation Commission (ICLTC).

We will develop a stakeholder group comprised of representatives of key groups concerned with highway/roadway safety in Inyo County. Invitations will be made to each of the following:

- Caltrans District 9
- Inyo County Public Works
- Inyo County Sheriff's Department
- California Highway Patrol
- City of Bishop Public Works
- City of Bishop Fire Department
- US Forest Service
- US Bureau of Land Management
- Death Valley National Park
- Bishop Paiute Tribe
- Los Angeles Department of Water and Power

This stakeholder group will help to provide input and data resources, will review interim and final study products, and will provide input with regards to safety strategies. It will meet a minimum of three times over the course of the study (either in person or virtually, as conditions permit). LSC will prepare agendas, conduct the meetings and provide minutes of the meetings.

##### Task 2 – Data Collection

LSC will collect available crash data for the last 10 available years, including SWITRS and TIMS data (at the collision level). In addition, we will contact the Inyo County Sheriff's Department, Bishop Police Department and California Highway Patrol to identify any available documented crash information not included in the statewide databases. This available data will be reviewed and, if found to be of sufficient quality, included in the analysis.

LSC will collect available daily traffic volume data for public roads throughout Inyo County, including data from Caltrans, Inyo County, City of Bishop, US Forest Service, National Park Service, US Bureau of Land Management and the Bishop Rancheria.

LSC will contact law enforcement agencies (City, County, CHP, USFS, BIA and the Bishop Indian Rancheria) to discuss traffic safety issues and the availability of data.

### Task 3 – Data Analysis

Once the crash database has been developed and reviewed, LSC will conduct the following data analysis tasks:

- Locations of crashes will be mapped for the most recent 10-year period. This will include separate maps for fatalities, for crashes involving bicyclists and for crashes involving pedestrians. In addition to countywide maps, maps focusing on the City of Bishop will be prepared. Other focus-area maps will be prepared as necessary to define specific issues.
- Traffic count data will be summarized and analyzed to identify the average daily traffic and 10-year total vehicle-movements (for intersections) or vehicle-miles of travel (for roadway segments). This will be used to analyze
- The crash data inventory will be analyzed to summarize crashes by severity, by type, and by contributing factor.
- Crash rates will be calculated by roadway segment and intersection (as traffic count data allows), for those intersections and roadway segments with two or more recorded crashes over a 10-year period.
- The type of crash and injury severity will be assessed to identify those that are correctable through changes in the roadway design, as well as those that are related to excess speed or other factors.

We will identify crash patterns, crash trends, and primary contributing factors that most commonly recur in the crash data. These findings will be summarized using charts and graphs. In addition, as a basis for future Highway Safety Improvement Program (HSIP) funding, LSC will use the database established in Task 2 to identify trends, location characteristics, and contributing factors for the pertinent California Strategic Highway Safety Plan (SHSP) Challenge Areas. This work will be multimodal, documenting collisions and trends by mode as well as for the incorporated and unincorporated areas. We will conduct this work by considering descriptive statistics of the crash data as well as analyzing the crash data spatially. While LRSP guidelines require only a minimum of a 5-year data analysis, we will use the 10-years of crash data to identify the broader trends in crashes and roadway safety.

We will identify high priority locations to provide clarity on what locations have the greatest opportunity for safety improvements, based upon the costs associated with the crash history. These locations will be

identified by mode (vehicle, pedestrian, bicyclist). A series of maps will identify these high priority locations.

We will document the work conducted in Tasks 2 and 3 in a memorandum. The memorandum will present the data analysis findings from the descriptive analysis, comparative analysis, and the spatial analysis. We will use visuals and graphics to support the text regarding the data analysis findings. The memorandum will also present the high-priority locations and risk factors associated with crashes. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 4.

#### Task 4: Public Input and Workshops -- Establish Goals, Priorities and Potential Countermeasures

We propose to conduct a series of two workshops with the Stakeholder Group. We expect that these can be conducted virtually. Materials will be distributed in advance, and we will conduct the workshop so that all participants have a chance to fully engage. Each workshop would be up to two hours in duration.

The two workshops would be organized as follows:

##### Workshop #1 – Goals, Priorities and Data Review

The first workshop will review in greater detail the data analysis findings from Task 3 and will spur the Stakeholders Group's input regarding safety concerns. LSC will facilitate a discussion of goals and priorities for the LRSP. We will develop the proposed goals and priorities for discussion with the Stakeholder Group (based on the data analysis) and then update those based on the input received. We will also lead a discussion of the priorities regarding the locations of focus and the emphasis areas of types of crashes and conditions to address.

##### Workshop #2 – Countermeasures Workshop

This workshop will focus on discussing the draft engineering countermeasures to address the priority locations, as well as comprehensive programmatic countermeasures. The pros and cons of various approaches will be discussed, and the input received from the Stakeholder Group will be used to refine the individual countermeasures as well as their prioritization.

As an outcome of each of the workshops, we will prepare a summary memorandum regarding input received on the following:

- Goals and Priorities
- Prioritized Engineering Countermeasures
- Input on Comprehensive Countermeasures
  - Identify promising education, enforcement, emergency services strategies

- Document likely partners for promising comprehensive measures

- Document next steps in follow-on effort to further develop and implement the comprehensive measures with its agency partners

The content of the summary memorandum would be integrated into the LRSP in Task 8.

### Public Input Survey

We propose to conduct an online survey (in both English and Spanish) asking residents for their input on specific safety problems. This survey will provide a map which respondents can use to drop a pin at a specific location provide a comment about their issue and suggested improvement. It will also ask questions regarding residential location, perception of safety conditions and issues, experience with near misses that are of concern but which may not have shown up in crash data, and demographic information (age, ethnicity, gender). LSC will advertise the availability of this survey through ads in the Inyo Register, announcements through local service organizations, as well as local Facebook ads.

### Task 5: Develop Safety Projects

LSC will work with the County and City staffs to finalize the prioritized countermeasures, based on the input received in Task 4 from the Stakeholder Group. In finalizing the list and priorities, we will consider the local jurisdiction's ability to deploy and implement the countermeasures to arrive at a final set of countermeasures that are implementable and effective at improving roadway safety.

We will identify locations where the countermeasures are appropriate and effective. We will work with the City and County staffs to identify up to three competitive HSIP grant applications that include high priority locations for safety improvements and also potentially include systemic countermeasures that would benefit multiple locations.

In finalizing the work under this task, we will prepare a final project listing capturing the locations and projects in the HSIP applications and/or others the local jurisdictions are confident in advancing. Other projects will be noted in the final LRSP but not included in the final project list.

Based on the crash analysis and professional standards, LSC will identify risk factors that are correlated to the most frequent occurrences of injury/fatal collisions. We will also identify safety areas and locations on which to focus for the greatest potential safety benefits. We will consider the following comprehensive strategies:

- **Emerging technologies** that have the potential to enhance roadway safety, such as automated enforcement, dynamic engineering treatments (e.g., operational under specific weather conditions), and ways to leverage social media for education programs.
- **Education strategies** that include programs and strategies that can be used to address road user behavior across multiple age groups forums. For example, these can include messaging that can be incorporated into Safe Routes to School Programs, community-based programs, and

community campaigns (e.g., messaging on social media, posted on buses, and distributed through other channels such as existing newsletters).

- **Enforcement strategies** will focus on best practices for improving roadway and community safety. As research has found that most enforcement strategies have limited long-term impacts for changing road user behavior, the most effective enforcement strategies tend to be those that can be done transparently and consistently. An example is education or outreach campaigns as part of enforcement in school zones during school hours.
- The **emergency services strategies** will focus on strategies and partnerships that could help reduce response times and sharing of real-time information to improve overall coordination.
- **Engineering strategies** will be organized in a toolbox type of form that describes the treatment, shows an image or photo of each treatment, the context in which it is applicable, the mode or road users that the treatment would benefit and/or impact, the specific type of crashes and/or priority areas it helps to address, a planning-level cost estimate, the expected degree of crash reduction (if known), and if it has typically been eligible for HSIP funding.

We will document the work in Task 5 in a memorandum. The memorandum will present the safety areas, high-priority locations or high-injury network, risk factors associated with crashes, and the draft multidisciplinary strategies and countermeasures. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 6.

## Task 6: Final Local Road Safety Plan

We will prepare the final LRSP and supporting materials using the findings and information from the work in Tasks 2 through 7. The final set of deliverables will consist of the following:

- Local Road Safety Plan – Meeting the ICLTC’s needs and requirements for Caltrans’ grant funding.
- Executive Summary – Stand-alone document that can be used share key elements of LRSP with local decision-makers and/or broader community.
- PowerPoint Presentation – Targeted towards sharing LRSP key elements with local decision-makers and/or broader community. This could potentially be hosted on the ICLTC website.

The LRSP will include a discussion of the crash characteristics, data gathering, data analysis, countermeasures prioritization, and proposed projects. The report will also document the individuals who participated in the development of the LRSP.

We will tailor the LRSP to a format that is most useful for the ICLTC, City and County to monitor and implement the recommendations. For each of the final deliverables, we will provide a draft version for the ICLTC’s review and comment and a final version incorporating edits to respond to the ICLTC’s comments. LSC will be available to make a presentation of the final report in Bishop, if desired.

**ATTACHMENT B1**

**AGREEMENT BETWEEN THE COUNTY OF INYO AND  
LSC TRANSPORTATION CONSULTANTS, INC.  
FOR THE PROVISION OF TRANSPORTATION PLANNING SERVICES**

**TERM:**

**FROM:** April 10, 2018 **TO:** December 31, 2023

**SCHEDULE OF FEES:**

Regional Transportation Plan Update: See Table 2: Cost Analysis

Local Road Safety Plan Development: See Cost Estimate



**TABLE 2: Cost Analysis**

**Inyo County 2023 Regional Transportation Plan Update**

	<u>Personnel and Hourly Rates</u>					Total Hours	Total Cost
	Principal-In Charge <i>Shaw</i>	Project Manager <i>Evans</i>	Planner <i>Marnesh</i>	Graphics Support	Clerical Support		
Rate	\$78.43	\$57.04	\$37.43	\$28.52	\$24.96		
Administrative Overhead	\$121.57	\$88.41	\$58.02	\$44.21	\$38.68		
Profit	\$20.00	\$14.55	\$9.55	\$7.27	\$6.36		
<b>Total Cost Per Hour</b>	<b>\$220.00</b>	<b>\$160.00</b>	<b>\$105.00</b>	<b>\$80.00</b>	<b>\$70.00</b>		
<u>Regional Transportation Plan</u>							
Task 1: Kick-off Meeting	1	8	2	0	0	11	\$1,710
Task 2: Existing and Future Conditions	0	5	35	20	10	70	\$6,775
Task 3: Public/Stakeholder Participation	1	20	30	0	15	66	\$7,620
Task 4: Policy Element	2	5	0	0	0	7	\$1,240
Task 5: Action Element	2	50	10	8	0	70	\$10,130
Task 6: Financial Element	0	20	0	0	0	20	\$3,200
Task 7: Draft RTP and Environmental	4	40	0	8	12	64	\$8,760
Task 8: Final RTP	4	20	0	8	8	40	\$5,280
<b>Subtotal Hours</b>	<b>14</b>	<b>168</b>	<b>77</b>	<b>44</b>	<b>45</b>	<b>348</b>	
<b>Subtotal Personnel Cost</b>	<b>\$3,080</b>	<b>\$26,880</b>	<b>\$8,085</b>	<b>\$3,520</b>	<b>\$3,150</b>		<b>\$44,715</b>
				<u>LSC Additional Expenses</u>			
				Travel			\$232
				Printing/Copying			\$50
				Phone/Postage/Delivery			\$100
				Subtotal: Other Expenses			\$382
				<b>Total Study Costs</b>			<b>\$45,097</b>



## Cost Estimate

LSC's cost estimate for the full scope of work listed above is \$69,510 as shown in the table below. LSC is happy to work with ICLTC staff to divide the work tasks in an effort to reduce Consultant costs.

<i>Inyo County Local Road Safety Plan Study</i>							
Cost Estimate	Personnel and Hourly Rates					Total Hours	Costs
	Total Rate	Project Principal	Engineer	Planner	Graphics Technician		
1 Study Management and Stakeholder Group		12	16	8	0	0	\$5,200
2 Data Collection		8	32	8	0	0	\$6,200
3 Data Analysis		24	120	4	60	12	\$24,840
4 Public Input and Workshops		20	24	16	0	0	\$8,640
5 Develop Safety Projects		24	40	8	24	12	\$13,180
6 Final Local Road Safety Plan		20	2	16	16	24	\$8,950
<b>Total Hours</b>		108	234	60	100	48	\$67,010
							Other Costs -- Travel, Printing, Translation, Advertising
<b>TOTAL COSTS</b>							\$69,510