



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
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Michael Errante, Executive Director

## AGENDA

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514 8:00 a.m.

Justine Kokx is inviting you to a scheduled Zoom meeting.  
Inyo County Local Transportation Commission Regular Meeting

Join Zoom Meeting

<https://us02web.zoom.us/j/83448602089?pwd=E9SINCdEAFIZqHI3OUNSahrV2dATaM.1>

Meeting ID: 834 4860 2089

Passcode: 445550

1 669 900 9128 US

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us). 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. 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).

**May 21, 2025**

**8:00 a.m.** Open Meeting

1. Roll Call
2. Public Comment

## **ACTION ITEMS**

1. **Consent Agenda from April 16, 2025 (No Quorum Present)**
  - a. Request approval of the minutes of the meeting of March 19, 2025
  - b. Request approval of Resolution No. 2025-03: authorization for the execution of the Certifications and assurances and allocation request(s) for the low carbon transit operations program (LCTOP) for the following project(s): Inyo County Electric Vehicle \$48,737

- c. Request approval of the Letter of Support for AB 496
- d. Approve via Minute Order amendment to the ICLTC Organization and Procedures Manual to formalize 5% of Bicycle & Pedestrian Set aside of the Local Transportation Funds

#### **Additional Consent items for May 21, 2025**

- ~~a. Request approval of the minutes of the meeting of April 16, 2025~~
  - b. FY2023-2024 LTC Fiscal Audit Engagement Letter
  2. Request Commission consider approving the draft FY2025-2026 Overall Work Program as final, via Minute Order
  3. Request Commission consider reverting the Regular ICLTC meeting start time to 9:00 a.m. from 8 a.m., and approve via Minute Order
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#### **DISCUSSION ITEMS**

4. 2025 Regional Transportation Improvement Program (RTIP)

#### **INFORMATIONAL ITEMS**

5. City of Bishop Report
6. ESTA Executive Director's Report
7. Caltrans Report
8. Tribal Report
9. DVNP Report
10. USFS Report
11. Executive Director's Report
12. Reports from all members of the Inyo County LTC

#### **CORRESPONDENCE**

None

#### **ADMINISTRATIVE**

Q3 Overall Work Program Progress Report

Notes from April 16, 2025 meeting – No Quorum

#### **ADJOURNMENT**

Adjourned until Wednesday June 18, 2025, Bishop City Hall

#### **UPCOMING AGENDA ITEMS**

2025 Unmet Transit Needs Adoption  
FY25-26 LTF & STA Allocations  
Triennial Performance Audit of the ICLTC  
RSTP Exchange  
Rural Road Charge Pilot Update

# **#1 Consent Agenda**



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Michael Errante, Executive Director

## MINUTES

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514

**March 19, 2025**

**8:07 a.m.** Open Meeting

#### 1. Roll Call

##### **Commissioner's Present**

Chair-Celeste Berg  
Vice-Chair-Jeffery Ray  
Commissioner Jennifer Roeser  
Commissioner Jose Garcia  
Commissioner Scott Marcellin

##### **Other's Present**

Justine Kokx: LTC Transportation Planner  
Mike Errante: Executive Director  
Tina Chinzi: LTC Secretary  
Phil Moores: ESTA  
Nora Gamino: City of Bishop  
Jill Tognazinni: Caltrans  
Iphone Y1F47MKV70  
Paula

#### 2. Public Comment - None

### **ACTION ITEMS**

#### 1. Consent Agenda

- a. Request approval of the minutes of the meeting of January 15, 2025

Discussion: Update minutes to reflect Jill Tognazzini as presenter of updates on upcoming construction and planning projects.

\*Motion made by Commissioner Marcellin and seconded by Commissioner Garcia to approve minutes with changes; all in favor.

## **DISCUSSION ITEMS**

### **2. [FY25-26 Overall Work Program Draft](#)**

Justine Kokx presented the FY 2025-2026 Overall Work Program (OWP) report that has been submitted and is currently under review with Caltrans. The OWP describes the tasks and work products that the LTC needs to implement to meet the goals and objectives of the Regional Transportation Plan. It also describes the uses of the planning funds for the next fiscal year and is a working document that changes every year with opportunities to amend during the next year. Justine will incorporate any comments and input before the final draft is presented before June of this year for the Commission's approval. Commissioner Roeser asked to have the CIP referenced via a link or included as figure in the OWP.

### **3. FY25-26 Transportation Development Act Fund Estimates (LTF & STA)**

Justine Kokx provided an overview of the fund estimates for LTF and STA. Will bring back to the Commission for final approval by the June meeting.

### **4. Social Services Transit Advisory Committee 2025 meeting notes**

Justine Kokx and Phil Moores jointly summarized the February SSTAC meeting. The takeaway was that residents of Darwin would like a Dial-a-Ride option to and from Lone Pine to facilitate access to services and necessities. Phil is considering this request as possibly meeting reasonable to meet criteria.

### **5. [PUBLIC HEARING 9:00 a.m.](#)**

Unmet Transit Needs – No Public Comments

## **INFORMATIONAL ITEMS**

### **6. City of Bishop Report**

Nora Gamino reported that the City is participating with UC Berkeley to develop a Complete Streets Safety Assessment. The assessment will take place on April 7<sup>th</sup> and will involve a review of four streets: Home, Sierra, Yaney and E. Line. The assessment will take into consideration crash data, circulation and safety issues, and will suggest strategies for improvement to bolster an ATP application. Staff are developing a grant application for the Silver Peaks affordable Housing project. A significant number of points could be garnered if they include a transportation component. The City may ask the LTC to consider committing matching funds (up to \$4.5M) in the upcoming STIP cycle. City Planner Ana Budnyk will provide more details at the next LTC meeting. Commissioner Garcia inquired about the remaining STIP funds owed by Kern Cog to Inyo; approximately \$3M is still owed to Inyo. Consider exploring the with Kern the possibility of a final payback. This will require diplomacy and a careful strategy. Nora continued that the

Bishop wastewater authority through the City will receive about \$2.5M on a wastewater treatment plant. A huge step forward in the consolidation of the two plants.

## **7. ESTA Executive Director's Report**

Phil reported that the state of ESTA is good; they are getting their building project shovel ready with completed architectural plans. New vehicles are coming to replace the old ones. Phil has been conducting outreach with kindergarten age kids at the schools. They read a book, go for a bus ride, give the mascot a hug, and get some free tickets and brochures to bring home to the parents. Looking to expand Zone 3 Dial-a-Ride to include Round Valley, Wilkerson, Mustang Mesa. On track to break pre-covid numbers in terms of ridership.

## **8. Caltrans Report**

Jill Tognazzini updated the LTC on recent activities and construction in District 9. The office of traffic/transit safety launched their Go Safely Ad Campaign which provided bicycle and pedestrian safety alerts to motorists from March 10th to March 14<sup>th</sup>. District 9 is recruiting for a student assistant (high school through college) to conduct a variety of activities related to surveying and engineering. Construction updates were provided for several upcoming projects: Fish Springs, Bishop Pavement, Meadow Farms, Manzanar, Manor Market complete streets, N. Lone Pine pavement and Keough pavement projects. A pedestrian signal project (near McDonalds in Lone pine) is "Ready to List."

## **9. Tribal Report**

## **10. DVNP Report**

## **11. USFS Report**

## **12. Executive Director's Report**

Mike Errante reported that he had recently attended a CEAC conference to interface with fellow county engineers. He provided updates on LTC projects; notification received that the HSIP cycle 12 grant was successful. It will install high friction surface treatment and chevron signage on ~3 miles of Trona Wildrose Rd. Finalized a PSR for west Old Spanish Trail and submitted a grant application to the Rural & Tribal Assistance Program to cover a portion of environmental and PS&E costs. Made offer to an applicant for the LTC Tech position. The LTC is undergoing a performance audit. Whitney Portal Rd will need to be closed temporarily near Lone Pine campground to address a failing culvert. Public Works has been invited to participate in career days at the Big Pine and Lone Pine High Schools.

## **13. Reports from all members of the Inyo County LTC**

Commissioner Roeser reported that Inyo County is working towards adopting an intern program. Important for the trades and for the youth in our area. She appreciates Mike's advocacy in this area. She is involved with RCRC who is advocating for flexibility for rural counties in the Advanced Clean Fleets requirement to transition to zero-emission vehicles. SB 496 provides the framework to transition in a realistic manner. Finally, she reported that US Representative Obernolte is requesting that the DOT provide special training to tow providers and first responders for EV accidents.

Chair Berg echoed the need for trades training and internships and referred folks to the California Jobs First Program.

All commissioners weighed in regarding the Letter Regarding Highway Safety. Jill Tognazzini provided a handout that outlines Caltrans' policy for high profile vehicle wind notifications. Ideas and strategies, including education, signage at strategic locations and speed enforcement were brought up to address the higher-than-average semi blow overs. Invite the new CHP captain Cameron Broyles to the LTC meetings.

### **CORRESPONDENCE**

Letter from Olancha Resident Regarding Highway Safety

Keep California Beautiful Program <https://cleanca.com/designation/>

### **ADMINISTRATIVE**

FY2022-2023 ICLTC Financial Statements

### **ADJOURNMENT**

Adjourned at 10:00 a.m. until 8:00 a.m. Wednesday April 16, 2025, Independence Board Chambers

### **UPCOMING AGENDA ITEMS**

Unmet Transit Needs public hearing (April meeting)

FY25-26 Overall Work Program

FY25-26 TDA Allocations

Triennial Performance Audit of the ICLTC

RSTP Exchange



## **STAFF REPORT**

Subject: Low Carbon Transit Operations Program FY 2024-25 Funds  
Initiated by: Phil Moores, Executive Director

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### **BACKGROUND:**

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Disadvantaged community in this program is focused on air quality, not income.

This program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

### **ANALYSIS/DISCUSSION:**

Funding to the LCTOP is slightly less than prior FY 23-24 where ESTA received \$136,035. \$132,121 is available in FY 24-25.

Eastern Sierra Transit is requesting FY 2024-25 LCTOP funds from both the Inyo and Mono County LTCs to fund two projects: The purchase of an additional electric paratransit vehicle and supporting infrastructure to be used in Bishop Dial-a-Ride service. This is year 4 of 4 for that the Inyo County LCTOP funds that have been reserved for this vehicle. For Mono County this will be the second year that the LCTOP funds will be reserved to purchase an electric Trolley to be used in the Town of Mammoth.

Both vehicles will be fully ADA accessible. Each project will utilize four years of LCTOP roll over funding, vouchers and incentives funds. The Inyo County vehicle is

anticipated to be purchased in 2026. The Mono County electric trolley is anticipated to be purchased in 2028.

### **FINANCIAL CONSIDERATIONS:**

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$132,121. The Section 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year.

|  |           |
|--|-----------|
| Mono County (99313)                      | \$ 33,242 |
| Eastern Sierra Transit Authority (99314) | \$ 50,142 |
| Inyo County (99313)                      | \$ 48,737 |
| Total                                    | \$132,121 |

### **PROJECT COSTS:**

The proposed costs for the projects are below.

|  |           |
|--|-----------|
| Mono County Electric Trolley             | \$ 83,384 |
| Inyo County Dial-a-Ride Electric Vehicle | \$ 48,737 |
| Total                                    | \$132,121 |

### **RECOMMENDATION**

It is recommended that the Inyo County Local Transportation approve Resolution 2025-03 allocating \$48,737 of FY 2024-25 Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicles and infrastructure, and to authorize the Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

RESOLUTION #2025-03

AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT(S):  
Inyo County Electric Vehicle \$48,737

**WHEREAS**, the Eastern Sierra Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Eastern Sierra Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to Phil Moores, Executive Director

**WHEREAS**, the Eastern Sierra Transit Authority wishes to implement the following LCTOP project(s) listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Inyo County Local Transportation Committee that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that Phil Moores, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the Inyo County Local Transportation Committee that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2024-2025 LCTOP funds:

List project(s)

Project Name: Inyo County Electric Vehicle

Amount of LCTOP funds requested: \$48,737

Short description of project: Purchase of one electric paratransit vehicle and infrastructure

Benefit to a Priority Populations: Project creates or improves infrastructure or equipment that reduces criterial air pollutant or toxic air contaminant emissions in low-income communities.

Contributing Sponsors (if applicable): Inyo County Local Transportation Commission

APPROVED AND ADOPTED this 21st day of May, 2025, by the following vote of the Inyo County Local Transportation Committee.

AYES:

NOES:

ABSTAIN:

ABSENT:

Attest:

Secretary of the Board

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Michael Errante  
Executive Director

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



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante  
Executive Director

April 16, 2025

The Honorable Dave Cortese  
Chair, Senate Transportation Committee  
State Capitol, Room 405  
Sacramento, CA 95814

**RE: Senate Bill 496 (Hurtado) — SUPPORT**

Dear Senator Cortese:

On behalf of the Inyo County Local Transportation Commission, I write to support Senate Bill 496 (Hurtado), which would create much-needed flexibility for compliance with the state's zero emission vehicle (ZEV) fleet regulations.

Counties are working diligently to upgrade fleet vehicles while ensuring that they continue to provide the many critical services residents rely on for their most essential daily needs. The California Air Resources Board's (CARB) Advanced Clean Fleets (ACF) rule sets ambitious compliance deadlines for fleets to transition to ZEVs, requiring access to adequate utility infrastructure, assurance of vehicle availability, and technology to support a wide spectrum of highly specialized services that counties provide. While the ACF allows exemption requests when fleets cannot meet compliance timetables, the rule does not provide clarity on how exemptions are evaluated, nor does it provide an appeals process for denials by CARB.

Inyo County encompasses over 10,000 square miles and is over 165 miles long. We are currently developing an Electric Vehicle Charging Infrastructure Plan, which includes an assessment of current and future capacity of the electric grid and a siting analysis. A future transition to ZEVs in Inyo County will involve substantial infrastructure upgrades and coordination with utility providers. Our maintenance and response crews routinely drive up to four hours to remote work sites, hours from any sort of electrical grid. With a fleet of approximately 250 vehicles, 30% of which perform heavy duty and off-road purposes in varied terrain, with long distances and temperature extremes, Inyo County will require ample time to implement an effective transition to ZEVs.

SB 496 would aid rural counties by providing a clear process for appealing denied exemptions, giving the regulated community recourse when vehicles or

infrastructure aren't available in the expected compliance timeline. Additionally, SB 496 would update the emergency vehicle exemption, allowing vehicles that are used to respond to and support critical operations during emergencies and disasters to continue to protect our communities. SB 496 also modifies the daily usage exemption to allow more flexibility for low-usage vehicles that might not be cost-effective for replacement under the rule. Finally, SB 496 removes requirements to purchase ZEVs before the infrastructure is available to use them, preserving precious budget flexibility for local governments at a time when every dollar counts. These provisions are critical to a frontier county such as Inyo County which currently lacks sufficient electrical grid capacity, ZEV charging and maintenance infrastructure and above all – funding for needed upgrades.

SB 496 will improve the ACF so that county governments can implement the requirements without compromising the health and safety of California residents. For these reasons, Inyo County supports SB 496 and encourages your “aye” vote when it comes before you.

Sincerely,

Executive Director Michael Errante  
Inyo County Local Transportation Commission

cc: The Honorable Melissa Hurtado, California State Senate  
Members of the Senate Transportation Committee  
Staci Heaton, RCRC Senior Policy Advocate



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Michael Errante, Executive Director

**TO:** Inyo County Local Transportation Commission

**FROM:** Justine Kokx, Transportation Planner

**DATE:** May 21, 2025

**SUBJECT:** Amendment to the Organization & Procedures Manual of the Inyo LTC

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## Staff Recommendation

Staff recommends that the Commission approve, via Minute Order, an amendment to the Organization and Procedures Manual to formalize a set-aside of 5% of the remaining Local Transportation Funds (LTF) for the Bicycle and Pedestrian Trust Account.

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## Background & Discussion

In October 2024, the Commission expressed interest in further aligning with California's statewide active transportation goals and maximizing leveraging as a strategy to improve grant success. This alignment would promote the inclusion of bicycle and pedestrian elements in transportation projects and improve the County's competitiveness for state and federal active transportation funding.

Although external funding opportunities for active transportation are limited and highly competitive, the Local Transportation Fund provides a modest but valuable avenue for local investment. The Transportation Development Act (TDA) requires a minimum of 2% of the remaining unallocated funds be directed to bicycle and pedestrian projects. The Inyo LTC has historically followed this 2% minimum. The TDA allows for up to 5% of the remaining unallocated LTF funds, after fulfilling statutory priorities, to be directed toward bicycle and pedestrian facilities. The funding set-aside is to be used exclusively for bicycle and pedestrian purposes and may be used for bicycle and pedestrian education programs, active transportation plans and also for leveraging.

Formalizing this set-aside at 5% within the LTC's Organization and Procedures Manual provides a consistent framework for supporting these efforts going forward.

Some relevant excerpts from the TDA

***PUC § 99233.3 – Pedestrian and Bicycle Allocations***

*(Amended by Stats. 2015, Ch. 716, Sec. 1. (SB 508) Effective January 1, 2016.)*

*Two percent of the remaining money in the fund shall be made available to counties and cities for facilities provided for the exclusive use of pedestrians and bicycles unless the transportation planning agency finds that the money could be used to better advantage for the purposes stated in Article 4 (commencing with Section 99260 ) and Article 4.5 (commencing with Section 99275 ), or for local street and road purposes in those areas where the money may be expended for those purposes, in the development of a balanced transportation system. Of the amount made available to a city or county pursuant to this section, 5 percent thereof may be expended to supplement moneys from other sources to fund bicycle and pedestrian safety education programs, but shall not be used to fully fund the salary of any one person.*

*(i)*

*In addition to the purposes authorized in this section, a portion of the amount available to a city or county pursuant to Section 99233.3 may be allocated to develop a comprehensive bicycle and pedestrian facilities plan, with an emphasis on bicycle projects intended to accommodate bicycle commuters rather than recreational bicycle users. An allocation under this subdivision may not be made more than once every five years.*

*(j)*

*Up to 20 percent of the amount available each year to a city or county pursuant to Section 99233.3 may be allocated to restripe class II bicycle lanes.*



**INYO COUNTY LOCAL  
TRANSPORTATION COMMISSION  
ORGANIZATION AND PROCEDURE  
MANUAL**

Amended ~~April 16~~ ~~November 29, 2023~~ May 21, 2025

## **INTRODUCTION**

The Inyo County Local Transportation Commission (ICLTC) Organization and Procedures Manual has been developed to provide the following:

1. Provide orientation and guidance for ICLTC Commissioners.
2. Provide operational guidance for ICLTC procedures and activities to ensure for the efficient and guideline compliant execution of ICLTC related business.

The State of California Business, Transportation and Housing Agency exercises the authority to establish guidelines for the expenditure of funds by the ICLTC. The statutory guidelines applicable to the ICLTC are as follows:

1. Government Code (GC) Sections 29530 et seq.
2. California Administrative Code (CAC) Sections 6600 et seq.
3. Public Utilities Code (PUC) Sections 99200 et seq.

These guidelines, inclusive with the Transportation Development Act, have been incorporated into this manual and where conflicts may arise with this manual and modified State guidelines in the future, the State guidelines shall supersede those presented in this manual.

## **INYO COUNTY LOCAL TRANSPORTATION COMMISSION (ICLTC)**

### **I. OVERVIEW**

#### **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.

#### **E. Advisory Forum**

Inyo County Social Services Transportation Advisory Council (SSTAC): The SSTAC is an advisory committee to the ICLTC addressing all transportation issues, including the transit needs of transit dependent-and transit disadvantaged persons. The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. The representation requirements, terms of appointment and responsibilities of the SSTAC members are found in Section 99238 of the Transportation Development Act, Statutes and California Codes of Regulations.

## **II. MEETINGS, QUORUMS, AGENDAS AND FEES**

### **A. Dates, Times and Locations of Meetings**

Unless otherwise specified or amended, per Article 1, Section 5 of the ICLTC By-laws, the ICLTC will meet on the third Wednesday of every month. ICLTC meetings are usually convened at 8:00 a.m. at the City of Bishop Council Chambers, Bishop, California; except, the meetings convened in the first month of each quarter (January, April, July and October) which are scheduled to be conducted in Independence or other location in a southerly community in the County. The Chairperson of the ICLTC will confirm the designated meeting date and location of each ICLTC public hearing.

The chairperson of the ICLTC, at the recommendation of the Executive Director, may cancel the next regularly scheduled ICLTC meeting for the following reasons:

1. Lack of availability of ICLTC members to constitute a quorum.
2. Lack of agenda items to justify the time and expense to hold a regularly scheduled ICLTC meeting.

The Executive Director will notify each Commissioner and the media of the meeting cancellation at least forty-eight (48) hours prior to the scheduled meeting time.

### **B. Quorums**

Any four or more Commissioners in attendance at an ICLTC meeting shall constitute a quorum. All actions taken by a quorum at a noticed meeting shall be binding and carry the full force and effect of the ICLTC. All Commissioners and designated Alternates are subject to the provisions of the Brown Act.

#### **C. Attendance by Alternate Commissioners**

When an active Commission member becomes aware that he or she will be unable to attend a Commission meeting, he or she shall notify the ICLTC Secretary. The ICLTC Secretary shall notify the alternate to fill the vacancy for the meeting involved. City alternates may not fill a County vacancy and County alternates may not fill a City vacancy.

#### **D. Agendas**

**Deadline for Submission of Agenda Items:** All items, with support materials, to be placed on the agenda shall be presented to the Executive Director of the ICLTC no later than noon, seven calendar days prior to the respective ICLTC meeting date. Any items that require comments, analysis, legal review, etc. need to be submitted at least three weeks prior to the meeting depending on its complexity.

**Agenda Support Material Requirements:** In order for an item to be placed on any agenda, the following materials are to be submitted to the ICLTC Executive Director:

1. The exact title of the agenda item.
2. A brief report explaining the agenda item, the desired action of the ICLTC and a notation of any related staff reports and/or documents to be included in the ICLTC packets.
3. Sufficient copies of the reports and any staff reports and/or documents which are to be included in the ICLTC packets.

**Development and Dissemination by the Director of the Final Agenda:** The Executive Director of the ICLTC shall be responsible for assembling and disseminating the final ICLTC agenda and packets. These complete packets will be sent to all ICLTC members and the Caltrans District 9 Director and Transportation Planning Branch no later than five (5) days prior to the respective meeting.

#### **E. Fees**

There are no fees paid to the Commissioners at this time. Periodically, the Commission may review its fee schedule and adjust or initiate the fees accordingly.

### **III. MAJOR ADMINISTRATIVE AND PLANNING FUNCTIONS**

#### **A. Administrative Functions**

**Administration of Transportation Development Act (TDA) Funds:** The ICLTC is responsible for the allocation, payment and proper record keeping associated with the TDA and its funding mechanisms. The TDA addresses two major funding sources: the Local Transportation Fund (LTF) and the State

Transit Assistance Fund (STA). TDA funds can be utilized by the City of Bishop and the County of Inyo for transportation planning expenses related to administering the TDA, pedestrian and bicycle facilities, transit systems, and/or for street and road projects. STA funds are allocated to the transit operators and are a second source of TDA funding for transportation planning and mass transportation purposes. STA funds may not be allocated to fund administration or streets and road projects. Use of these funds is described further in Section IV.

**Oversight of County Federal Transit Administration (FTA) Grants:** The ICLTC is also responsible for the general oversight and coordination of FTA, 49 U.S.C. Chapter 53, Sections 5313(b), 5310 and 5311 projects generated within the County. These grants provide funding for transit planning and/or capital and/or operating costs associated with both elderly/handicapped and public transportation programs. Applicants must comply with all the regulations and administration procedures pertinent to FTA Grant requirements as specified by the State agency. The ICLTC reviews such grant applications in order to make several findings related to the type of clientele being served by each program, the extent to which such programs have coordinated services with other transportation providers and whether or not the services provided are consistent with the Regional Transportation Plan (RTP). Use of these funds is described further in Section IV.

**Administration of State and Regional Transportation Planning Funds:** The ICLTC is also responsible for the administration of State Planning Assistance funds which are allocated to the County for transportation planning purposes. These funds are also known as Transportation Planning and Development (TP&D) account funds. Each year the Commission is allocated a formula determined amount of these funds and is eligible to compete for an additional amount of discretionary funds.

## **B. Planning Functions**

**Regional Transportation Plan (RTP):** Chapter 2.5 of Title 17 of the California Government Code requires each Regional Transportation Planning Agency (RTPA) to prepare, or have prepared, a RTP. Updated RTPs are required to be submitted to the California Transportation Commission (CTC) and Caltrans by November 1<sup>st</sup>, every four (4) years in even numbered years.

**Regional Transportation Improvement Program (RTIP):** The State Legislation approved in 1989 per AB471/SB300 requires all RTPAs to prepare and submit an RTIP to the CTC by December 1<sup>st</sup> of odd numbered years. Guidelines for the development of RTIPs were adopted by the CTC in June 1990. Each RTIP shall cover the same seven year period to be addressed by the ensuing STIP.

**Overall Work Program (OWP):** The OWP is the ICLTCs means of securing funding and staffing in order to create, implement and expand upon those policies and actions outlined in the RTP. Maintaining an up-to-date OWP is critical to the ICLTCs functioning as the regional planning agency and must be adopted annually before July 1<sup>st</sup>.

**Social Services Transportation Action Plan:** The Social Services Act, specifically Sections 15973, 15975 and 15975.1 of the Government Code, requires that each Planning Agency develop: 1) an inventory of all Social Service Transportation Programs within its jurisdiction and 2) an action plan describing how to effectively and efficiently consolidate such services to the greatest extent possible. The inventories must be updated every four years and the action plan must be updated every two years.

This plan is useful in ICLTC review of FTA grant proposals and when making required findings prior to approving annual claims for LTF and STA funds.

#### **IV. FUNDING MECHANISMS, APPLICATION/CLAIM PROCEDURES AND AUDITS**

The following Sections A through F have been established by the guidance presented in the Transportation Development Act (TDA) Manual.

##### **A. Administration of Transportation Development Act (TDA) Funds**

1. Allocation Priorities: Before any allocation is made for a purpose not directly related to administrative duties required by the Act, public transportation services, specialized transportation services or facilities provided for the exclusive use of pedestrians and bicyclists, the requirements contained in the most current ICLTC Unmet Transit Needs Determination Procedure Manual must be satisfied. See Appendix 'B'.

The ICLTC shall make allocations from the TDA Fund annually in accordance with the following priorities:

1. To the ICLTC, such sums as are necessary to meet its expenses in the performance of the administrative duties assigned under the Act.
2. Thereafter, up to **two-five percent (25%)** of the remaining available funds county-wide may be set aside to be allocated for pedestrian and bicycle facilities anywhere in the County.
3. Thereafter, up to five percent (5%) of the remaining funds may be set aside to be allocated under Article 4.5 of the Act for “community transit services, including such services for those, such as the disabled, who cannot use conventional transit services.” Claims may be filed under Article 4.5 of the Transportation Development Act.
4. Thereafter, to operators of public transportation systems, such monies as are approved by the ICLTC for claims presented pursuant to Article 4 Section 99260 of the P.U.C. Code; and to applicants contracting for public transportation services in accordance with Article 8 Section 99400(c).
5. Thereafter, to the County of Inyo and the City of Bishop such monies (up to and including the apportionment allowed based on the latest department of Finance figures) approved by the ICLTC for claims presented pursuant to Article 8, Section 99400(a) involving projects for local streets and roads including facilities provide for exclusive use by pedestrians and bicyclists.

##### **B. Claims Procedures**

Claims against the ICLTC Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA) shall be submitted annually in accordance with the following procedures and time sequence. No monies shall be allocated from the fund by other governmental agencies except the ICLTC.

1. Prior to February 1<sup>st</sup>, the County Auditor shall furnish the ICLTC an estimate of local transportation funds which will be available for the ensuing fiscal year.
2. Prior to March 1<sup>st</sup>, the ICLTC shall determine the amount of funding which will be allocated in the ensuing year for administrative and planning services, if any.
3. Prior to the third Wednesday in May of each year, any applicant seeking to expend LTF or STA monies during the ensuing fiscal year shall submit a claim, or claims, to the Executive Director of the ICLTC on the forms set forth herein as Appendix "C."
4. On the third Wednesday in May of each year, the ICLTC shall hold a public hearing to obtain citizen input regarding unmet transit needs. The ICLTC Social Services Transportation Advisory Council (SSTAC) will be invited and encouraged to be present and participate at this public hearing.
5. Prior to the third Wednesday in June of each year, the Executive Director shall submit to the ICLTC a written report addressing all claims received with an analysis and recommendation on each claim.
6. During its regular June meeting of each year, the ICLTC will announce its findings to all interested parties and consider claims for streets and roads projects.
7. Prior to July 1<sup>st</sup>, annually, the ICLTC shall announce allocations for each claimant.
  - a. All allocations shall be made by ICLTC resolution.
  - b. Each allocation resolution shall present a finding that the proposed expenditure is not in conflict with the latest Inyo County Regional Transportation Plan. In addition, allocation resolutions for STA monies shall present the mandatory findings required by Section 6754 of the TDA.
  - c. Funds may be reserved for specific capital projects for up to three years in the future.
8. Allocations or reserves may be revised or rescinded during the fiscal year, but only under one of the following conditions:
  - a. If the allocation is repealed.
  - b. If the claimant is not spending the funds properly.
  - c. If the estimate of expenses was not accurate.
  - d. If needs differ because of changed circumstances.
  - e. If the claimant has deferred revenues from the previous Fiscal Year.
9. Prior to July 1<sup>st</sup> each year, the Executive Director shall prepare and forward to the County Auditor one allocation instruction for each claimant to advise the Auditor of the time and nature of the payment. Each instruction shall include all of the following:
  - a. A copy of the authorizing ICLTC resolution.



- b. An identification number.
- c. The date of the instruction.
- d. The fiscal year of the allocation.
- e. The section of the Act authorizing the expenditure.
- f. The terms and conditions of payment.
- g. If the payment is to be from reserved funds, the name of the capital project shall be provided.

### **C. Federal Transit Administration (FTA) Grants**

The ICLTC reviews and ranks 49 U.S.C. Chapter 53, Sections 5313(b), 5310 and 5311 projects generated within the County. Using a scoring system provided by Caltrans, the ICLTC examines each grant application and assigns a numerical score which reflects the quality of the application. These scores are then forwarded to Caltrans for final statewide ranking and disposition to FTA. Examples of uses of these funds include the purchase of buses and special vans to transport handicapped individuals. Additional procedures applicable to FTA grants exist as follows:

- a. All 5310 applications are sent directly to Caltrans Headquarters for review and recommendations.
- b. 5311 applications are prepared by ICLTC staff and/or Inyo-Mono Transit and are subject to approval by the ICLTC prior to review by the Caltrans District Office. Caltrans District and Headquarters staff. Caltrans District and Headquarters staff provide recommendations and approval before these applications are considered for funding.
- c. Section 5311(f) applications are subject to advisory committee review prior to consideration of approval. These reviews and approvals are subject to the provisions of the publication "Section 5311 Handbook and Guide, April 2002, California Department of Transportation, Division of Mass Transportation."

### **D. State and Regional Transportation Planning Funds**

These funds are available to the ICLTC for planning purposes. Examples of planning tasks eligible for these funds include the preparation of the Overall Work Program (OWP) and the Regional Transportation Plan (RTP).

### **E. Annual Report to the Secretary**

Prior to October 1<sup>st</sup>, the Executive Director of the ICLTC shall, on the forms provided, submit to the Secretary an annual report which shall include:

- 1. The County Auditor's estimate of the monies available for allocation.
- 2. A list of the initial allocations for the current fiscal year, and of the final allocations for the previous year, identified by claimant and purpose.

3. A summary of the LTF for the previous fiscal year.
4. A summary of problems and proposed solutions to problems caused by the Act or the rules and regulations.

**F. Audits**

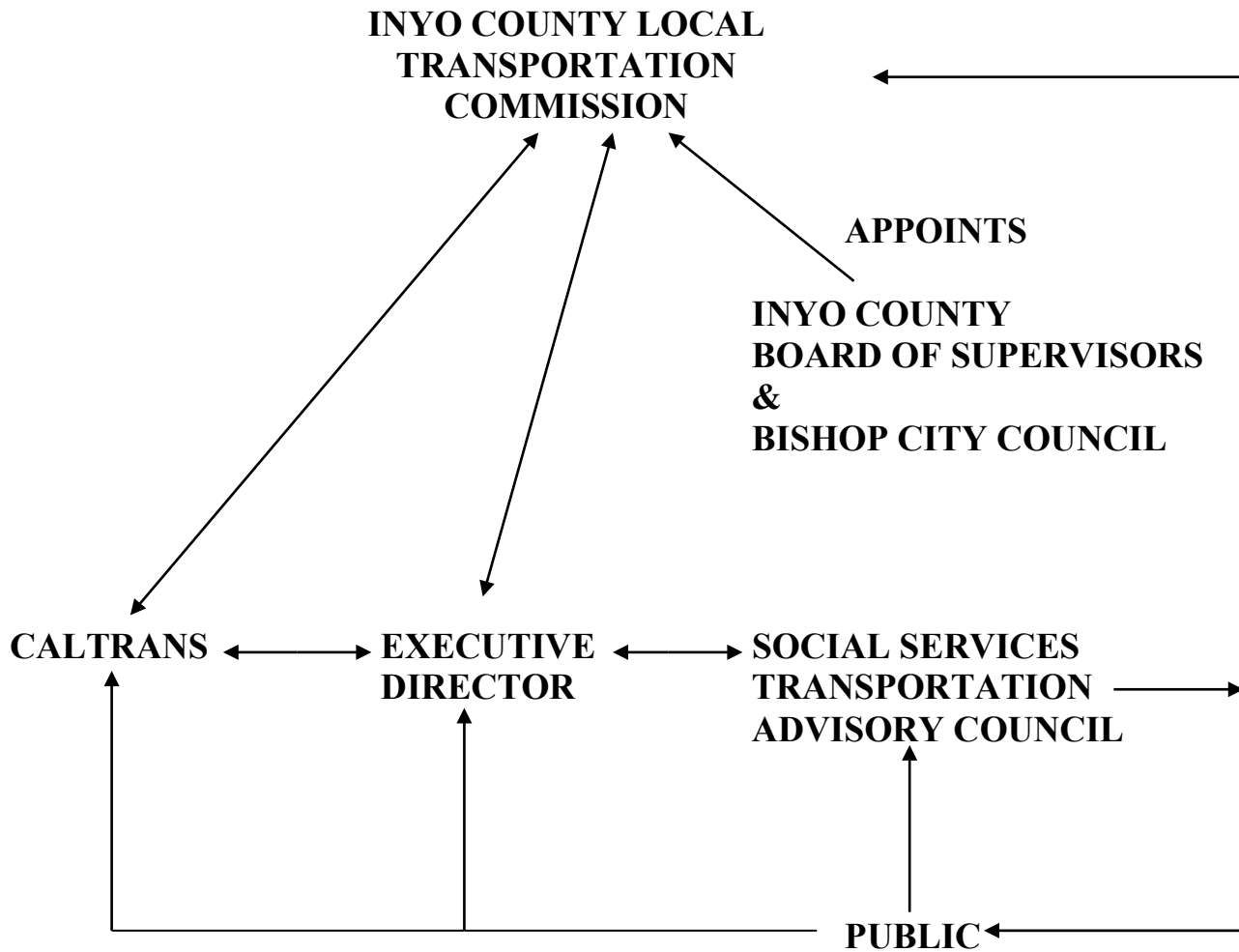
1. Annually and within 180 days after the end of the fiscal year, the Inyo County Auditor shall submit a report of a fiscal audit of the County Local Transportation Fund and the State Transit Assistance Fund to the ICLTC and to the Secretary. The audit shall be conducted by the State Controller, a certified public accountant, or public accountant.
2. The ICLTC shall transmit to the Secretary annually, within twelve months of the end of the fiscal year, a report of an audit of its fiscal accounts made by an independent entity.
3. The ICLTC shall every three years transmit to the Secretary a performance audit report made by an independent entity.
4. The ICLTC is responsible to ensure that all claimants submit fiscal and compliance audits to the Secretary within 180 days after the close of the fiscal year. An extension of 90 days may be granted by the ICLTC.
5. Based on the audit received from claimants; the ICLTC shall, if necessary, revise the current year allocation by subtracting deferred revenues from the previous fiscal year.
6. Operator claimants are also required to furnish performance audits triennially.
6. The Executive Director will report audit findings and recommended appropriate actions to the ICLTC. In addition, quarterly financial reports will be presented to the LTC for review.

**V. SUMMARY OF IMPORTANT DATES AND ACTIVITIES**

|                                  |  |
|----------------------------------|--|
| January 10                       | State Controller submits estimates of STA dollars to be available in the ensuing fiscal year.                          |
| February 1                       | County Auditor submits estimates of LTF dollars to be available in the ensuing fiscal year per Article 3 of the TDA.   |
| March 1                          | Draft OWP submitted to Caltrans.   |
| April 1<br>(Even numbered years) | CTC adopts STIP.   |
| May ICLTC Meeting                | Unmet Needs Hearing. Social Services Transportation Advisory Council presents recommendations for unmet needs hearing. |

|                                     |   |
|-------------------------------------|---|
| June ICLTC Meeting                  | Unmet Needs Determination.  |
| June 30<br>(triennially)            | The ICLTC submits a performance audit to the Director of Caltrans.  |
| Before July 1                       | ICLTC adopts OWP for the next fiscal year and transmits copies to Caltrans with application for State and Regional Transportation Planning Funds. |
| December 1<br>(even numbered years) | Updated RTP submitted to the CTC and Caltrans every four years.   |

## ORGANIZATIONAL CHART





May 1, 2025

Michael Errante, Executive Director  
Celeste Berg, Chair  
Inyo County Local Transportation Commission  
168 N. Edwards Street  
Independence, California 93526

We are pleased to confirm our understanding of the services we are to provide the Inyo County Local Transportation Commission (the Commission) for the year ended June 30, 2024.

### **Audit Scope and Objectives**

We will audit the financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information, and the disclosures, which collectively comprise the basic financial statements of the Commission as of and for the year ended June 30, 2024. Accounting standards generally accepted in the United States of America (GAAP) provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement the Commission's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the Commission's RSI in accordance with auditing standards generally accepted in the United States of America (GAAS). These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance. The following RSI is required by GAAP and will be subjected to certain limited procedures, but will not be audited:

- 1) Management's Discussion and Analysis
- 2) Budgetary Comparison Schedule – Planning Fund

We have also been engaged to report on supplementary information other than RSI that accompanies the Commission's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS, and we will provide an opinion on it in relation to the financial statements as a whole in a report combined with our auditor's report on the financial statements:

- 1) Combining Statement of Fiduciary Net Position – Private Purpose Trust Funds
- 2) Combining Statement of Changes in Fiduciary Net Position – Private Purpose Trust Funds
- 3) Statement of Revenues, Expenditures, and Changes in Fund Balance – Budget and Actual by Funding Source – Planning Fund
- 4) Schedule of Allocations and Expenditures – Local Transportation Fund
- 5) Schedule of Allocations and Expenditures – State Transit Assistance Fund

570 N. Magnolia Avenue, Suite 100  
Clovis, CA 93611

tel 559.299.9540  
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The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

The objectives also include reporting on internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

### **Auditor's Responsibilities for the Audit of the Financial Statements**

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of your accounting records of the Commission and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected customers, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

We have identified the following significant risks of material misstatement as part of our audit planning:

- Management override of controls
- Improper revenue recognition due to fraud

Our audit of the financial statements does not relieve you of your responsibilities.

### **Audit Procedures—Internal Control**

We will obtain an understanding of the government and its environment, including the system of internal control, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

### **Audit Procedures—Compliance**

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the Commission's compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

### **Responsibilities of Management for the Financial Statements**

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; following laws and regulations; and ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles, for the preparation and fair presentation of the financial statements and all accompanying information in conformity with accounting principles generally accepted in the United States of America, and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making drafts of financial statements, all financial records, and related information available to us; for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers); and for the evaluation of whether there are any conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for the 12 months after the financial statements date or shortly thereafter (for example, within an additional three months if currently known). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by GAAS and *Government Auditing Standards*.

Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants and for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, or contracts or grant agreements that we report.

You are responsible for the preparation of the supplementary information, which we have been engaged to report on, in conformity with accounting principles generally accepted in the United States of America (GAAP). You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

#### **Other Services**

We will also assist in preparing the financial statements and related notes of the Commission in conformity with accounting principles generally accepted in the United States of America based on information provided by you. These nonaudit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

You agree to assume all management responsibilities relating to the financial statements and related notes and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with all nonaudit services we provide and have accepted responsibility for them. Further, you agree to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

#### **Electronic Data Communication and Storage and Use of Third-Party Service Provider**

In the interest of facilitating our services to the entity, we may communicate by facsimile transmission, send data over the Internet, store electronic data via computer software applications hosted remotely on the Internet, or allow access to data through third-party vendors' secured portals or clouds. Electronic data that is confidential to the entity may be transmitted or stored using these methods. We may use third-party service providers to store or transmit this data, such as providers of tax return preparation and document management software. In using these data communication and storage methods, our firm employs measures designed to maintain data security. We use reasonable efforts to keep such communications and data access secure in accordance with our obligations under applicable laws and professional standards. We also require all of our third-party vendors to do the same.

You recognize and accept that we have no control over the unauthorized interception or breach of any communications or data once it has been sent or has been subject to unauthorized access, notwithstanding all reasonable security measures employed by us or our third-party vendors, and consent to our use of these electronic devices and applications and submission of confidential client information to third-party service providers during this engagement.

With regard to the electronic dissemination of audited financial statements, including financial statements published electronically on your website, you understand that electronic sites are a means to distribute information and, therefore, we are not required to read the information contained in these sites or to consider the consistency of other information in the electronic site with the original document.

#### **Engagement Administration, Fees, and Other**

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

We will schedule the engagement based in part on deadlines, working conditions, and the availability of your key personnel. We will plan the engagement based on the assumption that your personnel will cooperate and provide assistance by performing tasks such as preparing requested schedules, retrieving supporting documents, and preparing confirmations. If, for whatever reason, your personnel are unavailable to provide the necessary assistance in a timely



manner, it may substantially increase the work we have to do to complete the engagement within the established deadlines, resulting in an increase in fees over our original fee estimate.

We will provide copies of our reports to the Commission; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Price Paige & Company and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to your cognizant agency or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for the purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Price Paige & Company personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend or decide to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of seven years after the report release date.

ShareFile and Suralink are used solely as a method of exchanging information and are not intended to store the Commission's information. Upon completion of the engagement, data and other content will be removed from ShareFile and Suralink in accordance with Price Paige & Company's policy.

Fausto Hinojosa, CPA, CFE is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them. To ensure that Price Paige & Company's independence is not impaired under the AICPA Code of Professional Conduct, you agree to inform the engagement partner before entering into any substantive employment discussions with any of our personnel.

Our fee for the Commission's June 30, 2024 audit is \$6,502. Our fee estimate is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you before we incur the additional costs. Our fees for these services will be billed at the hourly billing rates for the individual involved, plus out-of-pocket expenses. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. We will issue a monthly billing statement for the work completed in that month. Payments for services are due when rendered and interim billings may be submitted as work progresses and expenses are incurred.

If any dispute pertaining to our work product arises among the parties hereto, the parties agree first to try in good faith to settle the dispute by mediation administered by the American Arbitration Association under its Rules for Professional Accounting and Related Services Disputes before resorting to litigation. The costs of any mediation proceeding shall be shared equally by all parties.

All work will be suspended if your account becomes 90 days past due. No work will be resumed until your account is fully paid. You acknowledge and agree that in the event we stop work or withdraw from this engagement as a result of your failure to pay on a timely basis for services rendered as required by this engagement letter, we shall not be liable for any damages that occur as a result of our ceasing to render services. Client and accountant both agree that any dispute over fees charged by the accountant to the client will be submitted for resolution by arbitration in accordance with the Rules for Professional Accounting and Related Services Disputes of the American Arbitration Association. Such arbitration shall be binding and final. IN AGREEING TO ARBITRATION, WE BOTH ACKNOWLEDGE THAT, IN THE EVENT OF A DISPUTE OVER FEES CHARGED BY THE ACCOUNTANT, EACH OF US IS GIVING UP THE RIGHT TO HAVE THE DISPUTE DECIDED IN A COURT OF LAW BEFORE A JUDGE OR JURY AND INSTEAD WE ARE ACCEPTING THE USE OF ARBITRATION FOR RESOLUTION.

## **Reporting**

We will issue a written report upon completion of our audit of the Commission's financial statements. Our report will be addressed to the Board of Commissioners of Inyo County Local Transportation Commission. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

We will also provide a report (that does not include an opinion) on internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements as required by *Government Auditing Standards*. The report on internal control and on compliance and other matters will state (1) that the purpose of the report is solely to describe the scope of testing of internal control and compliance, and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control on compliance, and (2) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The report will also state that the report is not suitable for any other purpose. If during our audit we become aware that the Commission is subject to an audit requirement that is not encompassed in the terms of this engagement, we will communicate to management and those charged with governance that an audit in accordance with U.S. generally accepted auditing standards and the standards for financial audits contained in *Government Auditing Standards* may not satisfy the relevant legal, regulatory, or contractual requirements.

We appreciate the opportunity to be of service to the Commission and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please return a signed copy to us at your earliest convenience.

Very truly yours,



Fausto Hinojosa, CPA, CFE  
Price Paige & Company

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RESPONSE:

This letter correctly sets forth the understanding of the **Inyo County Local Transportation Commission**.

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|                             |              |             |
|-----------------------------|--------------|-------------|
| <i>Management Signature</i> | <i>Title</i> | <i>Date</i> |
|-----------------------------|--------------|-------------|

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|                              |              |             |
|------------------------------|--------------|-------------|
| <i>Board Chair Signature</i> | <i>Title</i> | <i>Date</i> |
|------------------------------|--------------|-------------|

## **Action Item No# 2**

Approve the FY25-26 Draft Overall Work Program as Final



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante  
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: May 21, 2025

SUBJECT: FY2025-2026 Overall Work Program

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**Recommended Action** Staff is recommending the Commission approve via Minute Order the [Draft Overall Work Program \(OWP\)](#) as Final and authorize the Executive Director to sign related documents and make minor technical changes if needed.

Every year the Inyo County Local Transportation Commission (ICLTC) is required to adopt an Overall Work Program. The OWP is a one-year scope of work and budget that provides a framework for transportation planning activities during the fiscal year. It is a summary of proposed work and estimated costs tied to specific available funding sources and transportation planning activities. The OWP is prepared in accordance with the 2017 Regional Planning Handbook.

The OWP includes anticipated expenditures and descriptions of activities for four types of funds that comprise the bulk of the ICLTC budget. Rural Planning Assistance (RPA) funds are the largest portion, totaling \$315,500 (Plus rollover tbd); Planning, Programming & Monitoring (PPM) funds totaling \$180,000 (FY23-24 & FY24-25); Transportation Development Act (TDA) funds for administration and audits, and transit-related activities, totaling an estimated \$132,046; and Sustainable Transportation Planning Grant funds of \$201,500 for the Electric Vehicle Charging Infrastructure Plan.

### **Rural Planning Assistance (RPA)**

The OWP outlines how the ICLTC will use RPA funds. The RPA funds must be used for activities associated with the rural planning process. The funds should not be used for activities that go beyond the planning process or for activities that have been identified as ineligible such as project-specific work involving transportation engineering, Transportation Development Act administration, and non-planning grant administration. The 2017 Regional Planning Handbook is the guide for determining eligible expenses for the RPA funding.

### **Planning Programming and Monitoring (PPM) Funds**

PPM funds are available to the ICLTC to cover costs of:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports, studies conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines.

RTPAs can use up to 5 percent of STIP money for PPM. PPM can be used either for planning activities or for project development. There is \$180,000 in PPM funds available to the ICLTC in FY 2025-2026 as part of the 2024 State Transportation Improvement Program (STIP). The ICLTC has up to three years to use these funds. During FY25-26, we anticipate expending FY23-24 & FY24-25 PPM funds.

### **Transportation Development Act (TDA) administrative funds**

These funds are used for tasks necessary for the allocation of Transportation Development Act funds to eligible transit claimants. For many years the ICLTC has used the funds derived from the administration of the Transportation Development Act for general LTC-related indirect costs. TDA Administrative funds are also being set aside for the completion of the FY2023-2024 fiscal audit of the ICLTC. The Triennial Audit of ESTA will also be conducted for FY20-21 through FY22-23.

### **Prior Year examples of work conducted.**

- Responded to financial audits, provided backup, documentation, and explanations of transactions (Quarters 1-4)
- Prepared RFP for Triennial Performance audit of the LTC and ESTA. Secured a contract with a qualified consultant to prepare the audit. Participated in interviews, provided documentation and correspondence as required (Quarters 3-4)
- Obtained Inyo County Board approval for ATP and HSIP Grant acceptance (Quarter 4)
- Prepared quarterly OWP progress reports and RPA/STPG invoices (Quarters 1-4)
- Worked with Caltrans staff and obtained ICLTC approval of the Master Fund Transfer Agreement
- Project Study Report (PSR) development ahead of the 2025 RTIP (Quarters 3-4)
- Old Spanish Trail Hwy
- Conducted an initial RTIP workshop in May 2025
- Worked with ESTA staff to submit a revised SB125 Initial Allocation Package for Transit & Inner-City Rail Program (TIRCP) funding to reduce emissions and increase ridership (Quarter 2)
- Administered TDA funding, prepared the annual allocation package for transit operator, obtained Commission approval to allocate and distribute funding according to TDA and operations and procedures manual guidelines (Quarters 1-4)

- Prepared Request for Proposals for the triennial performance audits of the LTC and of ESTA; secured a qualified consultant (Quarter 3)
- Held annual SSTAC meetings and public hearings to identify unmet transit needs (Quarters 3-4)
- Presented on behalf of the ICLTC at the California Transportation Commission Town Hall in Bishop, CA (Quarter 1)
- Collaborated with ESCOG staff in advance of the Federal Reconnecting Communities program (Quarter 1)
- Engaged County and City on 2025 RTIP needs (Quarters 3-4)
- Staff volunteered as an evaluator for the Cycle 7 Active Transportation Program (Quarter 1)
- ICLTC staff attended various grant funding and policy guideline workshops (STPG, CTP, HSIP, RTA) (Quarters 1-3)
- Prepared and submitted application to the STPG for evacuation route resiliency plan (Quarters 2-3)
- Submitted application to the HSIP program for safety improvements on Trona Wildrose Rd (Quarter 1)
- Submitted grant application to the Rural Tribal Pilot Assistance program for technical assistance to develop a PSR for Old Spanish Trail Hwy (Quarters 2-3)
- SS4All federal grant submittal to supplement the Local Road Safety Plan and Active Transportation Plan (Quarters 3-4)
- Ongoing preparation of agendas and minutes for ICLTC meetings, completion of quarterly invoices, and development of quarterly reports to the ICLTC.

#### **Next Year**

- Conduct 1/3 of the Pavement Management Program; continue to incorporate the assistance of AI technology.
- Continue to incorporate Pavement data into GIS system.
- Remain open to Tri-County MOU discussions and negotiations.
- Completion of agendas and minutes for ICLTC meeting, completion of quarterly invoices, and development of quarterly reports to the ICLTC.
- Attend monthly & bi-monthly meetings of the Mono County LTC, RTPA and RCTF groups.
- Identify projects for upcoming RTIP
- Implement the Sustainable Transportation Planning grant for the ICEVCINP.
- Completion and Adoption of the final EV charging Infrastructure and Network Plan
- Coordinate with Big Pine Paiute and Bishop Paiute Tribes' EV planning and installation efforts.
- Prepare grant applications for applicable programs, e.g., HSIP Cycle 13, SS4A, STPG, ATP Cycle 8.
- Identification of future needs and opportunities for RTP implementation.
- Monitor progress and programming of local agency projects in current and future STIP cycles.

- Monitor the state of transportation funding considering the current State budget challenges.
- Monitor the allocation of SB125 funds to the Eastern Sierra Transit Authority.
- The ongoing allocation of Local Transit Funds and State Transit Assistance funds to the Eastern Sierra Transit Authority.
- Collaborate with ESTA and Tribes with EV planning and identification of infrastructure needs
- Unmet transit needs in compliance with the Transportation Development Act-
- Annual allocation of STA and LTF funds
- Project study reports for projects prioritized in the 2023 Regional Transportation Plan
- Pop-up's at community and tribal events to gather input regarding transportation infrastructure needs, safety, transit, zero emission infrastructure siting, etc.
- Develop grant proposals utilizing input gathered during community events

Attachments: Caltrans District 9 comment letter & response to comments

Link: [Draft OWP](#) incorporating requested edits



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment   | From | Addressed? | MPO Notes   | Caltrans Review |
|---|------|------------|---|-----------------|
| <b>General Comments</b>   |      |            |   |                 |
| <ul style="list-style-type: none"><li>• Caltrans commends ICLTC for providing a complete OWP that thoroughly captures the agency's transportation planning activities, priorities and coordination efforts in the region.</li><li>• ICLTC is commended for highlighting its FY 2024-2025 Work and Accomplishments.</li><li>• Please ensure that each work element begins on a new page to avoid confusion with other work elements.</li><li>• If possible, please revise budget summary to fit on one page to make it easier to reference.</li><li>• Will IICLTC be programming LTC or other funds?</li><li>• Per the MFTA Article 1, Section 1, Part 1, under the Work Program section, please ensure that RPA funded work elements identify the previous work, current tasks, and anticipated products. For this OWP, include previous work completed in FY 24-25, and Tasks and Products for FY 25-26.</li></ul> |      |            | <p>Inserted page breaks before each work element</p> <p>Reformatted the budget summary for clarity and to fit on one page</p> <p>Added clarification in the budget narrative regarding fund sources</p> <p>Corrected all outdated year references to FY 2025/2026</p> <p>Added distinct FY25-26 product lists to each specified Work Element.</p> |                 |





## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment  | From | Addressed? | MPO Notes   | Caltrans Review |
|--|------|------------|---|-----------------|
| <b>Table of Contents</b><br>(Page 2) Table of Contents - Please update the FY of the OWP Funding Source and Expenditure Summary to FY 2025/2026.   | HQ   |            | Corrected all outdated year references to FY 2025/2026.         |                 |
| <b>Introduction Section</b><br>ICLTC should include a discussion of consultation and coordination efforts with Federal Land Management Agencies. Please revise to include a discussion.  | HQ   |            | Added a discussion of coordination with land ownership agencies |                 |
|  |      |            |   |                 |
| <b>Work Element Specific Comments:</b>   |      |            |   |                 |
| Pages 30, 40, 41, 44, and 46 should read 25/26, not 24/25.   | D9   |            | Corrected all outdated year references to FY 2025/2026.         |                 |
| <b>Page 49 #30</b> – Please update this list with current projects: <ul style="list-style-type: none"><li>• Transportation Plan</li><li>• Corridor Plan</li><li>• Climate Resiliency</li></ul> Maybe add a catch-all like any “relevant planning studies.” | D9   |            | Updated list with current studies                               |                 |
| <b>Page 49 #30</b> – Remove old studies: <ul style="list-style-type: none"><li>• ES Freight Study</li><li>• Bishop Tribal Transit Plan</li><li>• Olancho-Cartego Corridor Study</li></ul>  | D9   |            | Studies removed   |                 |



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment  | From | Addressed? | MPO Notes   | Caltrans Review |
|--|------|------------|---|-----------------|
| • LP Visioning   |      |            |   |                 |
| <b>Page 2, Figure 1</b> – Please add Pahrump to the map since it was mentioned as a community that is influencing Inyo development.  | D9   |            | Updated Figure 1 to include Pahrump<br>pg 2   |                 |
| <b>Page 3, 1<sup>st</sup> paragraph</b> – the Sentence that reads: “Charleston View has a Solar Energy Development Area (SEDA) General Plan Overlay that is about 16,000-acres. This SEDA allows for a maximum of 2,400-acres of photo-voltaic solar energy development.” should be another paragraph since this paragraph is concerned with Cannabis. | D9   |            | Split the cannabis and SEDA content into separate paragraphs for clarity<br><br>pg 2                        |                 |
| <b>Page 6, under Administrative Adjustments</b> – The 3 <sup>rd</sup> sentence reads “These expenses may vary and are not developed....” Instead of using the word “developed” try using the word finalized.   | D9   |            | Changed wording to 'not finalized' for better accuracy<br><br>pg 6  |                 |
| <b>Page 9, Air Quality</b> – Please spell out what the acronym CO and PM10 stands for.   | D9   |            | Expanded acronyms: Carbon Monoxide (CO) and Particulate Matter 10 microns or less (PM10) pg 9               |                 |
| <b>Page 11, second paragraph</b> – The ICLTC gave the presentation 6 years ago. What work has been done other than exploring possibilities?  | D9   |            | Added summary of follow-up actions and updates to freight-related studies since original presentation pg 11 |                 |
| <b>Page 12, second paragraph</b> – The draft OWP says ESTA has a bus that goes from Lone Pine to Reno six times a week, however the ESTA website says 7 days a week. Please make that change.  | D9   |            | Corrected ESTA service frequency to 7 days per week<br>pg 12  |                 |



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment  | From      | Addressed? | MPO Notes   | Caltrans Review |
|--|-----------|------------|---|-----------------|
| <b>Page 28 states:</b> - "Each of the Methods/Tasks described below have specific products and will be completed in the upcoming fiscal year" What are the specific products?  | D9        |            | Added distinct FY25-26 product lists to each specified Work Element   |                 |
| <b>WE 100.1 Compliance and Oversight</b> <ul style="list-style-type: none"><li>This work element has almost half of ICLTC's RPA budget, tasks and activities. Please consider redistributing to other work elements as needed.</li><li>(Page 22-4) ICLTC must clearly identify Previous Work completed in FY 24-25. Also, include Tasks and Products anticipated to completed in FY 25-26. Please revise as needed.</li><li>Currently, Previous Work states that Methods / Tasks were completed in FY 24/25, however Methods/Tasks are dated for FY 25-26. Please revise.</li><li>Tasks should have a clear nexus with regional planning. Please clarify task description.</li></ul> | HQ,<br>D9 |            | Shifted \$35,000 from WE 100.1 to 400.1<br><br>Added distinct FY25-26 product lists to each specified Work Element pg 24<br><br>Corrected all outdated year references to FY 2025/2026. |                 |
| <b>WE 400.1 Project Development &amp; Monitoring</b> <ul style="list-style-type: none"><li>To clearly distinguish between FY 24-25 and FY 25-26, ICLTC must move the Products section below the FY 25-26 Methods/Tasks section. Doing this provides oversight and public</li></ul>   |           |            | Added distinct FY25-26 product lists to each specified Work Element   |                 |



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment  | From      | Addressed? | MPO Notes   | Caltrans Review |
|--|-----------|------------|---|-----------------|
| transparency to identify anticipated work products for FY 25-26. <ul style="list-style-type: none"><li>Please revise the enumeration of the Methods/Tasks section, as it appears to have formatting and numbering inconsistencies.</li></ul>   |           |            | Fixed mis-numbered subtasks in Work Element 400.1   |                 |
| <b>WE 400.2 Development of Grant Proposals</b><br>(Pages 34-36) ICLTC must identify anticipated End Products for FY 25-26 in a separate section.   | HQ        |            | Added distinct FY25-26 product lists to each specified Work Element   |                 |
| <b>WE 400.3 Inyo County Electric Vehicle Charging Infrastructure and Network Plan</b> <ul style="list-style-type: none"><li>(Page 39) Please add SB1-C in the Work Element 400.3 Funding Sources section in the RMRA Funds title, as “RMRA SB1-C” this will identify this grant as SB1-competitive.</li><li>In a separate section, please identify End Products for FY 25-26. If they are ongoing tasks, describe progress made and changes in the task.</li></ul> | HQ,<br>D9 |            | Updated RMRA labeling to 'RMRA SB1-C' in funding section<br><br>Added distinct FY25-26 product lists to each specified Work Element |                 |
| <b>WE 400.4 Monitor Changes in Transportation Revenue and Funding Structure</b> <ul style="list-style-type: none"><li>(Pages 39-40) Please Identify Methods/Tasks for FY 25-26. Current methods and tasks are identified for FY 24-25.</li></ul>   | HQ        |            | Added distinct FY25-26 Methods/tasks  |                 |



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment  | From | Addressed? | MPO Notes  | Caltrans Review |
|--|------|------------|--|-----------------|
| <ul style="list-style-type: none"><li>In a separate section, identify End Products for FY 25-26.</li></ul>   |      |            | Added distinct FY25-26 product lists to each specified Work Element  |                 |
| <b>WE 510.1 Regional Transportation Plan</b> <ul style="list-style-type: none"><li>(Pages 43-44) Please Identify anticipated End Products for FY 25-26. This would include the products resulting from the Methods/Tasks for FY 25-26.</li><li>Please Identify anticipated End Products for FY 25-26. This would include the products resulting from the Methods/Tasks for FY 25-26.</li></ul>   | HQ   |            | Added distinct FY25-26 product lists to each specified Work Element<br><br>Added distinct FY25-26 product lists to each specified Work Element.                            |                 |
| <b><u>Caltrans Office of Federal Programming and Data Management</u></b> <ul style="list-style-type: none"><li>(Page 32) Please update MAP-21/FAST Act with Infrastructure Investment Act (IIJA) as it is the transportation law of record.</li><li>(Page 33) Please review the Task enumeration for Work Element 400.2 Development of Grant Proposals. It seems that #9 has several components (1-6, and an error on #2 which should be 1-5).</li><li>On page 46, please update MAP-21/FAST Act Implementation to IIJA.</li></ul> | HQ   |            | Replaced MAP-21/FAST Act with IIJA where appropriate<br><br>Fixed mis-numbered subtasks in Work Element 400.2<br><br>Replaced MAP-21/FAST Act with IIJA where appropriate. |                 |
|  |      |            |  |                 |



## FY 25-26 Draft OWP Comment Matrix – Inyo Local Transportation Commission (LTC)

| Comment   | From | Addressed? | MPO Notes  | Caltrans Review |
|---|------|------------|--|-----------------|
| <b>WE 700.1 –</b><br>Up to the 21/22 OWP they provided a table that shows each of the 50+ tasks listed in 700.1 and the shared WE – But now they just list the 700.1 tasks without cross-referencing the other WE. Instead they state: <i>"majority of the tasks described here are the same as those in Work Elements 100.1, 200.1, 400.1, 400.2, 400.4, 500.1, 510.1 and 600.1.</i> District 9 Planning staff recommends that Inyo County add the expected products to be completed for FY 25/26 and provide table in 700.1 to show what WEs are sharing the task | D9   |            | Inserted a comprehensive cross-reference table linking 700.1 tasks to other WEs.<br><br>Added distinct FY25-26 product lists to each specified Work Element. |                 |

## **Action Item No# 3**

Consider changing regular meeting start time to 9:00 a.m.



Michael Errante  
Executive Director

# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



## STAFF REPORT

**MEETING:** May 13, 2025

**PREPARED BY:** Justine Kokx, Transportation Planner

**SUBJECT:** Request Commission Approve Change of Meeting Start time

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### Recommended Action

Approve the adjustment of the Inyo County Local Transportation Commission Meeting start time from 8:00 AM to 9:00 AM, effective for June 18th, 2025, to accommodate technical support needs and improve meeting efficiency.

### Summary

Staff recommend the Inyo County Local Transportation Commission (ICLTC) change the start time due to consistent technical difficulties encountered before the scheduled 8:00 am ICLTC meetings, resulting in delayed meeting starts. IT Department support is not available prior to 8:00 AM, limiting the ability to promptly address and resolve technical issues before the meeting begins. Shifting the meeting start time to 9:00 AM would allow adequate time for technical preparations, ensure IT support availability, and help meetings commence on schedule and proceed more efficiently.



# **Discussion Item**

2025 RTIP



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Clint Quilter  
Executive Director

## STAFF REPORT

**MEETING:** May 21 2025

**PREPARED BY:** Justine Kokx, Transportation Planner

**SUBJECT:** 2025 Regional Transportation Improvement Program (RTIP) Discussion

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### Recommended Action

No Action is required. Your Commission is being asked to hear a report from staff summarizing Inyo County's current 2024 RTIP, 2026 STIP assumptions, and potential projects identified in the [Regional Transportation Plan](#) (RTP) for programming into the 2025 RTIP and provide direction to staff.

### Overview

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the [Regional Transportation Plan](#) (RTP). The RTP is a federally mandated master transportation plan that guides a region's transportation investments over a 20-year period. The Inyo County RTP is required to be updated every four years, next update in 2027.

The RTIP specifies project cost amounts by project components and the fiscal year in which funds are available for a project. The LTC will consider approval of the RTIP at a meeting later this fall. The RTIP is due to be submitted to the California Transportation Commission (CTC) by December 15 of every odd-numbered year. The CTC is scheduled to approve each county's RTIP in March of the following year, at which point the Inyo RTIP becomes part of the Statewide Transportation Improvement Program (STIP).

The STIP is updated every two years and covers a five-year funding period. The 2026 STIP will cover the five years between FY 2026-2027 through FY 2030-2031. Here is the timeline for the consideration of the 2026 STIP. Some dates are estimated.

| Estimated Timeline for 2026 STIP                                |                   |
|---|-------------------|
| California Transportation Commission (CTC) adopts Fund Estimate | August 2025       |
| Caltrans District 9 identifies state highway needs              | September 2025    |
| Inyo County LTC submits adopted RTIP                            | December 15, 2025 |
| Caltrans submits final Interregional Program (ITIP)             | December 15, 2025 |
| CTC South State hearing   | January 2026      |
| CTC publishes staff recommendations                             | February 2026     |
| CTC adopts STIP   | March 2026        |

| (\$1,000)                 |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|---------------------------|-----|------|---|-------------------------------|-------|-------|-------|-------|-------|-------|-----------------------------|-----|-------|-------|------|---------|
| Inyo                      |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   | Project Totals by Fiscal Year |       |       |       |       |       |       | Project Totals by Component |     |       |       |      |         |
| Agency                    | Rte | PPNO | Project                                     | Total                         | Prior | 25-26 | 26-27 | 27-28 | 28-29 | 29-30 | 30-31                       | R/W | Const | E & P | PS&E | R/W Sup |
| PROPOSED 2026 PROGRAMMING |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
| Inyo LTC                  |     | 1010 | Planning, programming, and monitoring       | 1,200                         |       | 200   | 200   | 200   | 200   | 200   | 200                         | 0   | 1,200 | 0     | 0    | 0       |
| Inyo LTC                  |     | 5062 | State Line Road FLAP 11.47% match (partial) | 1,721                         |       |       |       | 1,721 |       |       |                             |     | 1,721 |       |      |         |
| Inyo LTC                  |     |      | Connecting Tecopa ATP match                 | 2,075                         |       | 166   | 343   |       | 1,566 |       |                             | 213 | 1,566 | 166   | 130  |         |
| City of Bishop            |     |      | East Line Street Bridge                     | 1,475                         |       |       |       | 1,475 |       |       |                             |     | 1,347 |       | 128  |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      | Subtotal, Highway Proposals                 | 6,471                         |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      | Total Proposed 2026 STIP Programming        | 6,471                         |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      | 2024 STIP Carryover                         | 643                           |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   | 5,828                         |       |       |       |       |       |       |                             |     |       |       |      |         |
|                           |     |      |   |                               |       |       |       |       |       |       |                             |     |       |       |      |         |

## Regional Transportation Plan Priorities - County

| TABLE 18a: Inyo County Regional Roadway Projects<br>Long-Term - 10 -20 years   |                                      |  |   |                |                        |                    | Mobility/Accessibility | Safety and Security | Transportation System Investment | Environmental and Health Sustainability | Economic Sustainability |
|--|--------------------------------------|--|---|----------------|------------------------|--------------------|------------------------|---------------------|----------------------------------|---|-------------------------|
| Priority(1)  | Project Name/Route                   | Specific Location                                | Proposed Project Description                                  | Construct Year | Total Cost (1,000s)(2) | Funding Source     |                        |                     |                                  |   |                         |
| <b>County</b>  |                                      |  |   |                |                        |                    |                        |                     |                                  |   |                         |
| 3  | Trona-Wildrose Rd                    | 0.5 mile section from San Bernardino County Line | Level out uneven road surface (dips) on high speed rural road | TBD            | \$552                  | STIP               |                        | x                   | x                                |   |                         |
| 3  | Old Spanish Trail Highway            | Old Spanish Trail Highway                        | Reconstruct roadway - transverse cracks                       | TBD            | \$26,527               | STIP / FLAP / RMRA |                        | x                   | x                                |   | x                       |
| 3  | Independence Rehabilitation Phase II | Town streets in Independence                     | Reconstruct roadway - transverse cracks                       | TBD            | \$2,208                | STIP               |                        |                     | x                                |   |                         |
| 3  | Whitney Portal Road                  | US 395 to aqueduct                               | Reconstruct with addition of bicycle lanes                    | TBD            | \$552                  | STIP               | x                      | x                   | x                                |   | x                       |
| 3  | South Barlow Lane                    | South Barlow Lane / Reata Road                   | Rehabilitation - transverse cracks<br>Possible bicycle lane   | TBD            | \$1,473                | STIP               |                        | x                   | x                                | x                                       |                         |
| 3  | North Barlow Lane                    | From Hwy 168 to end of road                      | Reconstruct   | TBD            | TBD                    | STIP               |                        | x                   | x                                | x                                       |                         |
| 3  | Alabama Hills Rehabilitation Project | Streets in Alabama Hills Residential Area        | Rehabilitation - transverse cracks                            | TBD            | \$2,208                | STIP               |                        |                     | x                                |   |                         |
| 3  | Sawmill Rd                           | Sawmill Rd                                       | Rehabilitation - transverse cracks<br>Possible bicycle lane   | TBD            | \$2,208                | STIP               |                        | x                   | x                                | x                                       |                         |
| 3  | Aspendell Rehabilitation Project     | Town streets in Aspendell                        | Reconstruct and rehabilitate 2.7 miles of roadway             | TBD            | \$2,208                | STIP / RMRA        |                        | x                   | x                                |   |                         |
| Source: Inyo County, City of Bishop, Fort Independence Tribe<br>Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years<br>Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1998 - 2018 |                                      |  |   |                |                        |                    |                        |                     |                                  |   |                         |

| TABLE 18b: Inyo County Regional Roadway Projects<br>Long-Term - 10 -20 years   |                      |   |   |                |                        |                     | Mobility/Accessibility | Safety and Security | Transportation System Investment | Environmental and Health Sustainability | Economic Sustainability |
|--|----------------------|---|---|----------------|------------------------|---------------------|------------------------|---------------------|----------------------------------|---|-------------------------|
| Priority(1)  | Project Name/Route   | Specific Location                         | Proposed Project Description  | Construct Year | Total Cost (1,000s)(2) | Funding Source      |                        |                     |                                  |   |                         |
| County   |                      |   |   |                |                        |                     |                        |                     |                                  |   |                         |
| 3  | West Bishop Phase II | McLaren and other streets                 | Reconstruct roadway - transverse cracks                                 | TBD            | \$3,312                | STIP                |                        |                     | x                                |   |                         |
| 3  | See Vee Extension    | See Vee Lane                              | Extend See Vee Lane (joint with Caltrans)                               | TBD            | \$6,520                | STIP                | x                      | x                   |                                  |   |                         |
| 3  | Glacier Lodge Rd     | From US 395 to road end                   | Reconstruct   | TBD            | \$1,104                | STIP match for FLAP |                        |                     | x                                |   | x                       |
| 3  | Onion Valley Rd      | From west end of Independence to road end | Reconstruct   | TBD            | \$1,104                | STIP match for FLAP |                        |                     | x                                |   | x                       |
| 3  | Nine Mile Canyon Rd  | Nine Mile Canyon Rd                       | 2" AC overlay on a 6.0 mile stretch                                     | TBD            | \$1,104                | FLAP / RMRA         |                        | x                   | x                                |   |                         |
| 3  | Mummy Lane           | Mummy Lane Bridge                         | Deteriorating bridge, does not qualify for regular bridge program funds | TBD            | \$1,656                | STIP, HSIP, Local   |                        | x                   | x                                |   |                         |
| Death Valley National Park   |                      |   |   |                |                        |                     |                        |                     |                                  |   |                         |
| 2  | SR 190               | Death Valley - Ryans Pass                 | Visitor Use Facilities  | TBD            | NA                     | FLAP                | x                      |                     |                                  |   | x                       |
| Fort Independence Tribe  |                      |   |   |                |                        |                     |                        |                     |                                  |   |                         |
| 3  | Fort Independence    | US 395                                    | Grade-separated crossing to connect east and west sides of US 395       | TBD            | \$15,000               | TBD                 | x                      | x                   |                                  | x                                       | x                       |
| 3  | Miller Lane          | Intersection with US 395                  | Turn lanes onto/off of US 395, safety improvements at intersection      | TBD            | NA                     | TBD                 |                        | x                   |                                  |   | x                       |
| Total Cost   |                      |   |   |                | \$75,466               |                     |                        |                     |                                  |   |                         |
| Source: Inyo County, City of Bishop, Fort Independence Tribe<br>Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years<br>Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1998 - 2018 |                      |   |   |                |                        |                     |                        |                     |                                  |   |                         |

## Regional Transportation Plan Priorities - City

| TABLE 19a: Inyo County Regional Roadway Projects<br>Long-Term - 10 - 20 years   |                                    |                                      |   |                |                        |                | Mobility/Accessibility | Safety and Security | Transportation System Investment | Environmental and Health Sustainability | Economic Sustainability |
|---|------------------------------------|--------------------------------------|---|----------------|------------------------|----------------|------------------------|---------------------|----------------------------------|---|-------------------------|
| Priority <sup>(1)</sup>   | Project Name/Route                 | Specific Location                    | Proposed Project Description  | Construct Year | Total Cost (1,000s)(2) | Funding Source |                        |                     |                                  |   |                         |
| City  |                                    |                                      |   |                |                        |                |                        |                     |                                  |   |                         |
| 3   | East Line St Improvements          | East Line St                         | Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage, create bike lane   | TBD            | \$7,208                | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Willow Street Improvements         | Willow St                            | Rehabilitate pavement, curb, gutter, sidewalk along Willow Main to Hanby  | TBD            | \$3,726                | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Iris Street Improvements           | Iris St                              | Rehabilitate pavement, curb, gutter, sidewalk   | TBD            | \$466                  | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Clarke Street Improvements         | Clarke St                            | Rehabilitate pavement, curb, gutter, sidewalk along Clarke Main to Third  | TBD            | \$1,863                | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Short Street Improvements Phase II | Short St                             | Rehabilitate pavement, const curb, gutter, and sidewalk, imp drainage as practical east of Second   | TBD            | \$1,118                | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Moffet Street Improvements         | Moffet St                            | Rehabilitate pavement, curb, gutter, sidewalk   | TBD            | \$931                  | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Yaney Improvements                 | Yaney St                             | Rehabilitate pavement, construct continuous curb, gutter, and sidewalk, improve drainage  | TBD            | \$5,961                | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Church Street Improvements         | Church St                            | Rehabilitate pavement, construct continuous curb, gutter, and sidewalk as practical   | TBD            | \$931                  | STIP           | x                      | x                   | x                                | x                                       |                         |
| 3   | Wye Road Intersection              | Wye Rd                               | Improve intersections with Highway 6 and highway 395 (joint with Caltrans)  | TBD            | \$3,726                | STIP           | x                      | x                   |                                  |   |                         |
| 3   | First Street Improvements          | First St                             | Drainage, pavement, curb, gutter, sidewalk  | TBD            | \$931                  | STIP           | x                      | x                   |                                  | x                                       |                         |
| Source: Inyo County, City of Bishop<br>Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained<br>Note 2: Construction costs adjusted to reflect 20 years of inflation based on the CPI |                                    |                                      |   |                |                        |                |                        |                     |                                  |   |                         |
| TABLE 19b: Inyo County Regional Roadway Projects<br>Long-Term - 10 - 20 years   |                                    |                                      |   |                |                        |                | Mobility/Accessibility | Safety and Security | Transportation System Investment | Environmental and Health Sustainability | Economic Sustainability |
| Priority <sup>(1)</sup>   | Project Name/Route                 | Specific Location                    | Proposed Project Description  | Construct Year | Total Cost (1,000s)(2) | Funding Source |                        |                     |                                  |   |                         |
| City  |                                    |                                      |   |                |                        |                |                        |                     |                                  |   |                         |
| 3   | West Pine Street Improvements      | West Pine St                         | Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage Home to Main   | TBD            | \$3,279                | STIP           | x                      | x                   |                                  |   |                         |
| 3   | Snedden Street Improvements        | Snedden St                           | Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage South to Line  | TBD            | \$1,826                | STIP           | x                      | x                   |                                  | x                                       |                         |
| 3   | Warren St Rehab Project            | Warren Street                        | Roadway and sidewalk improvements   | TBD            | \$4,416                | STIP           | x                      | x                   | x                                |   |                         |
| 3   | Short Street Improvements Phase 1  | Short St                             | Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage as practical West of Sneden                                       | TBD            | \$662                  | STIP           | x                      | x                   | x                                |   |                         |
| 3   | Third St Improvements              | Third St                             | Rehabilitate pavement, curb, gutter, sidewalk, drainage along Third South to Pine   | TBD            | \$2,868                | STIP           | x                      | x                   | x                                |   |                         |
| 3   | May St Improvements                | May St                               | Rehabilitate pavement, curb, gutter, sidewalk along May Main to Hanby   | TBD            | \$2,868                | STIP           | x                      | x                   | x                                |   |                         |
| 3   | Wye Road (Joint City/County)       | Wye Road Extension to Bishop Airport | New access to Bishop Airport, possibly to correspond with other airport improvements  | TBD            | \$3,312                | STIP           | x                      | x                   |                                  |   | x                       |
| 3   | Bishop City Streets Rehabilitation | Misc Bishop Streets                  | Rehabilitate street pavement with PCI of less than 55 (failed to poor condition), improve drainage, repave and construct bike and walking lanes | TBD            | \$6,800                | STIP / RMRA    | x                      | x                   | x                                | x                                       | x                       |
| 3   | Johnston Drive Improvements        | Johnston Drive                       | Rehabilitate pavement, improve drainage South to Line, continuous curb and gutter   | TBD            | \$2,868                | STIP           | x                      | x                   | x                                |   |                         |
| 3   | Hanby Ave Improvements             | Hanby Ave                            | Rehabilitate pavement, improve drainage Spruce to Line, continuous curb, gutter, and sidewalks  | TBD            | \$2,868                | STIP           | x                      | x                   | x                                |   |                         |
| 3   | Misc. Alleys                       | Misc City of Bishop Alleys           | Rehabilitate alley pavement and improve drainage  | TBD            | \$3,442                | STIP           |                        |                     | x                                |   |                         |
| Total Cost  |                                    |                                      |   |                | \$62,071               |                |                        |                     |                                  |   |                         |
| Source: Inyo County, City of Bishop<br>Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained<br>Note 2: Construction costs adjusted to reflect 20 years of inflation based on the CPI |                                    |                                      |   |                |                        |                |                        |                     |                                  |   |                         |

## Inyo County

|  |  |                                       |                                |                       |                          |
|--|--|---------------------------------------|--------------------------------|-----------------------|--------------------------|
| Trona Wildrose Rd                                      | 0.5-mile section from the San Bernardino County Line   | Level out uneven road surface         | \$800K STIP/RM RA              | PA/ED, PS&E, CON      | Need PSR                 |
| Old Spanish Trail Hwy                                  | 8.6 miles from SR 127 to Resting Springs -Phase I  | Reconstruct/rehab failed road segment | Estimate \$850K RTA/STIP/BUILD | PA/ED                 | PSR for Phase I complete |
| Lone Pine Town Streets Rehabilitation additional scope | Whitney Portal Road – 0.75-mile section from US 395 to aqueduct; Hay Street 0.5-mile section from Locust St to Muir St | Rehab                                 | \$\$\$XX STIP                  | CON                   | PSR Complete             |
| South Barlow Lane                                      | 1 mile from Underwood to road's end  | Rehab/transverse cracks/bicycle lanes | STIP/ATP                       | PA/ED, PS&E, ROW, CON | Need PSR                 |
| North Barlow Lane                                      | 1 mile from Hwy 168 to US 395  | Reconstruct/bicycle lanes             | STIP/ATP                       | PA/ED, PS&E, ROW, CON | Need PSR                 |

### Recently identified needs not reflected as high priority in the RTP

Evacuation- Ingress/Egress (Narrow Gauge)  
Nadeau Rd  
Trona Wildrose Rd  
Other??

**Attachments:** Link to [Regional Transportation Plan](#)  
STIP Fact Sheet  
2024 STIP Shares table

# State Transportation Improvement Program (STIP)

*Ensuring Transportation Infrastructure Investments in Every County*

## STIP in Crisis

Californians in every county rely on an efficient, multi-modal transportation network for the safe and reliable movement of people and goods. The **State Transportation Improvement Program (STIP)** is the only state program to address a wide range of transportation challenges, meeting regional and interregional, urban and rural needs. Unfortunately, the STIP is in crisis. In 2016, with the drop in gasoline prices and diversion of diminishing price-based gas excise taxes to repay old transportation debt service (weight fee diversion), the California Transportation Commission (CTC) deleted over \$750 million and delayed an additional \$755 million previously committed to highway, rail, transit, bicycle, and pedestrian projects. These drastic actions affect over \$1.5 billion in projects statewide, and prevent the generation of thousands of jobs for Californians.

**Californians need the State Legislature and California Transportation Commission (CTC) to strengthen its commitment and partnership** to address the extensive, complex, and oftentimes unique transportation challenges faced in each county. **Regional Transportation Planning Agencies urge the State to invest new revenues and reinvest more discretionary state and federal funds available for transportation back into the STIP.**

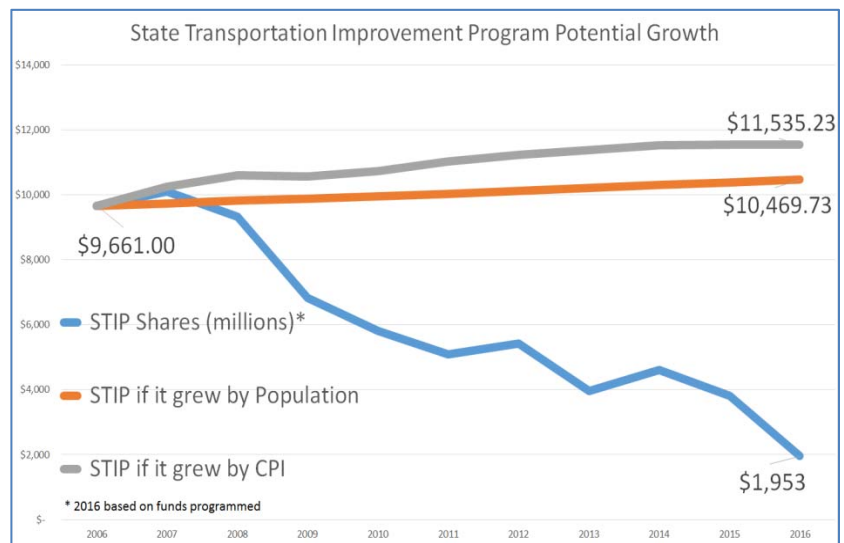
Historically the STIP has included a combination of federal and state funds. In fact a main focus of SB 45 (Kopp, 1997) STIP reforms was to consolidate numerous funding pots. Following a number of attempts to divert funding, the 2010 gas tax swap was intended to stabilize the STIP. However, with the diversion of gas taxes to backfill weight fees and lower gas prices, the STIP's fund source has declined significantly. This decline in funding has led to a severe underinvestment in transportation infrastructure for the State of California that has had a negative impact on the quality of life for residents. Californians are facing longer commutes and spending less time with their loved ones.

**We urge the Legislature to take action to stabilize and restore the STIP.**

- **Reaffirm the existing price-based excise tax formula, 44% of which funds the STIP (the STIP's only current revenue source).**
- **Direct adjustments to the price-based sales tax through the existing STIP formula**
- **Return weight fee revenues, partially or completely, to the State Highway Account**

## Why is the STIP Important?

Regions depend on STIP funds to address their unique transportation challenges and to deliver projects that are included in publicly- vetted and Board- adopted *Regional Transportation Plans* and SB 375 Sustainable Communities Strategies. The projects are critical to meeting national, state, regional and local goals and priorities, including the reduction of greenhouse gas emissions. Unlike competitive programs, such as the Active Transportation Program, trade/freight programs, and most cap-and-trade programs, the STIP ensures that transportation investments are made in every single county - rural and urban. The STIP also serves as a match allowing regions to leverage federal and other competitive funds.

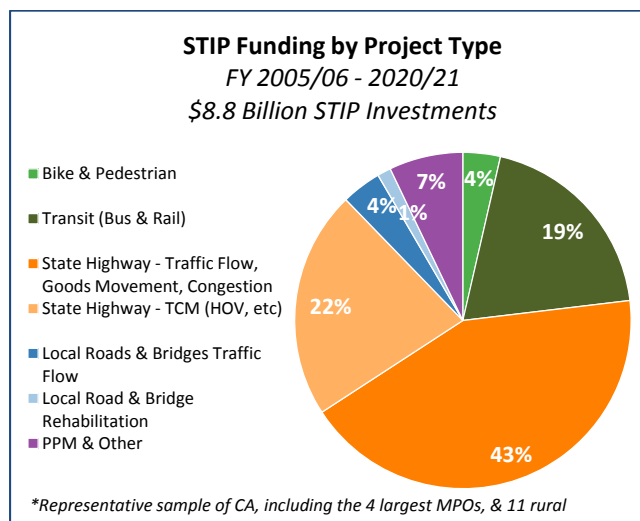


# State Transportation Improvement Program (STIP)

Further, in recognition that **regions and counties are in the best position to determine how to meet their unique transportation needs**, SB45 gave Regional Transportation Planning Agencies (RTPA) the responsibility of selecting (programming) projects for 75 percent of available STIP dollars, with close oversight from the California Transportation Commission (CTC) and Caltrans.

The STIP provides regions with the flexibility to fund critical infrastructure projects and programs, such as:

- State highway projects, including HOV/carpool, auxiliary lanes, and interchange projects that improve safety, traffic flow, goods movement, and travel times.
- Local streets and roads, including major roadway rehabilitation and intersections.
- Bus and rail public transit projects.
- Bicycle and pedestrian facilities.
- Transportation system management activities and carpool programs.
- Intermodal facilities.
- Interregional highway and rail projects.



The regions are held responsible and accountable for identifying and meeting high priority needs by the public and the CTC. Regions receive input from a diverse array of stakeholder groups including Caltrans, bicyclists, pedestrians, seniors, people with disabilities, local governments, and the local community when selecting projects for STIP funding. Oftentimes, these projects have been in development for many years and have garnered public support well before receiving STIP funds.

The STIP has played and will continue to play an important role in sustaining the State's economic prosperity, accommodating future population growth, and providing reliable and safe mobility for commerce, agricultural, timber, tourism, and other activities.

## How Transportation Funding Proposals Impact the STIP

SB 1 (Beall, D-San Jose) and AB 1 (Frazier, D-Oakley) support the STIP primarily by restoring money to the State Highway Account (SHA). Since 2010, revenues from the price-based excise tax (PBET) are first used to backfill weight fees that are diverted from the State Highway Account (approx. \$1B per year). What is left is then divided 44% to the STIP, 44% to local streets and roads and 12% to the SHOPP. In 2010, when gas prices were high, over \$700 million was left for the STIP; but in 2016 it dropped to \$150 million for the STIP. As a result, restoring weight fee funds to the SHA restores funds for the STIP. The provisions in AB 1 and SB 1 that will have the most dramatic impact on the STIP are:

- Stabilize the Price-Based Excise Tax to 18 cents
- Index the Price-Based Excise Tax so that it will not lose purchasing power
- Restore half of the weight fees to the SHA over 5 years (\$500 Million a year to SHA), meaning that the rest of the Price based excise tax can be distributed through the 44% STIP/44% local streets and roads/ 12% SHOPP formula

AB1 and SB1 are expected to restore the STIP to historical averages, directing \$750 million for STIP transportation projects.

The Governor Brown Administration's proposal takes a much more limited approach. There is no provision for return of weight fees to the State Highway Account. And although the Administration restores the price based excise tax to 21.5 cents, the Department of Finance has indicated that only 18 cents would be distributed through the 44%/44%/12% formula. The remaining 3.5 cents would go to a new account that is mostly marked for maintenance and rehabilitation. It is unclear in the Administration's proposal where the indexed price based excise tax would go.



# DRAFT 2024 STIP FUND ESTIMATE

**Table 4 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

| County                 | Net Carryover           |                     | 2024 STIP<br>Share through 2028-29 |   |                             |                |
|------------------------|-------------------------|---------------------|------------------------------------|---|-----------------------------|----------------|
|                        | Unprogrammed<br>Balance | Balance<br>Advanced | Formula<br>Distribution            | Add Back<br>Lapses 2021-22<br>& 2022-23 | Net Share<br>(Total Target) | Net<br>Advance |
| Alameda                | 6,217                   | 0                   | 44,894                             | 13,125                                  | 64,236                      | 0              |
| Alpine                 | 0                       | (14)                | 1,287                              | 0                                       | 1,273                       | 0              |
| Amador                 | 1,678                   | 0                   | 2,916                              | 38                                      | 4,632                       | 0              |
| Butte                  | 341                     | 0                   | 8,092                              | 0                                       | 8,433                       | 0              |
| Calaveras              | 0                       | (2,292)             | 3,409                              | 0                                       | 1,117                       | 0              |
| Colusa                 | 166                     | 0                   | 2,287                              | 100                                     | 2,553                       | 0              |
| Contra Costa           | 12,455                  | 0                   | 30,699                             | 0                                       | 43,154                      | 0              |
| Del Norte              | 0                       | (5,670)             | 2,093                              | 0                                       | 0                           | (3,577)        |
| El Dorado LTC          | 5,164                   | 0                   | 5,971                              | 0                                       | 11,135                      | 0              |
| Fresno                 | 10,506                  | 0                   | 32,927                             | 0                                       | 43,433                      | 0              |
| Glenn                  | 0                       | (1,102)             | 2,394                              | 0                                       | 1,292                       | 0              |
| Humboldt               | 775                     | 0                   | 8,517                              | 5                                       | 9,297                       | 0              |
| Imperial               | 9,078                   | 0                   | 15,552                             | 0                                       | 24,630                      | 0              |
| Inyo                   | 0                       | (9,470)             | 12,212                             | 0                                       | 2,742                       | 0              |
| Kern                   | 1,500                   | 0                   | 44,849                             | 0                                       | 46,349                      | 0              |
| Kings                  | 0                       | (5,797)             | 6,168                              | 0                                       | 371                         | 0              |
| Lake                   | 1,919                   | 0                   | 3,756                              | 71                                      | 5,746                       | 0              |
| Lassen                 | 2,564                   | 0                   | 5,423                              | 75                                      | 8,062                       | 0              |
| Los Angeles            | 0                       | (59,353)            | 258,000                            | 18,170                                  | 216,817                     | 0              |
| Madera                 | 0                       | (3,630)             | 5,869                              | 0                                       | 2,239                       | 0              |
| Marin                  | 0                       | (18,482)            | 7,885                              | 0                                       | 0                           | (10,597)       |
| Mariposa               | 0                       | (18)                | 2,206                              | 0                                       | 2,188                       | 0              |
| Mendocino              | 3,479                   | 0                   | 8,137                              | 115                                     | 11,731                      | 0              |
| Merced                 | 5,694                   | 0                   | 10,892                             | 0                                       | 16,586                      | 0              |
| Modoc                  | 859                     | 0                   | 2,916                              | 0                                       | 3,775                       | 0              |
| Mono                   | 0                       | (30)                | 9,127                              | 0                                       | 9,097                       | 0              |
| Monterey               | 206                     | 0                   | 15,309                             | 0                                       | 15,515                      | 0              |
| Napa                   | 0                       | (7,577)             | 5,127                              | 0                                       | 0                           | (2,450)        |
| Nevada                 | 735                     | 0                   | 4,696                              | 0                                       | 5,431                       | 0              |
| Orange                 | 0                       | (10,825)            | 82,790                             | 0                                       | 71,965                      | 0              |
| Placer TPA             | 0                       | (16,056)            | 12,217                             | 0                                       | 0                           | (3,839)        |
| Plumas                 | 367                     | 0                   | 3,263                              | 0                                       | 3,630                       | 0              |
| Riverside              | 0                       | (13,972)            | 73,760                             | 0                                       | 59,788                      | 0              |
| Sacramento             | 24,029                  | 0                   | 42,577                             | 0                                       | 66,606                      | 0              |
| San Benito             | 0                       | (14,123)            | 3,008                              | 0                                       | 0                           | (11,115)       |
| San Bernardino         | 0                       | (18,583)            | 84,196                             | 39,745                                  | 105,358                     | 0              |
| San Diego              | 0                       | (21,008)            | 95,249                             | 0                                       | 74,241                      | 0              |
| San Francisco          | 1,548                   | 0                   | 22,290                             | 13,752                                  | 37,590                      | 0              |
| San Joaquin            | 0                       | (4,756)             | 23,373                             | 26,000                                  | 44,617                      | 0              |
| San Luis Obispo        | 0                       | (1,490)             | 16,303                             | 2,800                                   | 17,613                      | 0              |
| San Mateo              | 16,776                  | 0                   | 22,224                             | 0                                       | 39,000                      | 0              |
| Santa Barbara          | 1,643                   | 0                   | 18,479                             | 0                                       | 20,122                      | 0              |
| Santa Clara            | 0                       | (29,968)            | 51,911                             | 0                                       | 21,943                      | 0              |
| Santa Cruz             | 0                       | 0                   | 8,602                              | 0                                       | 8,602                       | 0              |
| Shasta                 | 0                       | (2,524)             | 9,353                              | 494                                     | 7,323                       | 0              |
| Sierra                 | 28                      | 0                   | 1,612                              | 0                                       | 1,640                       | 0              |
| Siskiyou               | 240                     | 0                   | 6,562                              | 0                                       | 6,802                       | 0              |
| Solano                 | 0                       | (22,751)            | 13,728                             | 0                                       | 0                           | (9,023)        |
| Sonoma                 | 1,733                   | 0                   | 15,766                             | 0                                       | 17,499                      | 0              |
| Stanislaus             | 0                       | 0                   | 16,482                             | 0                                       | 16,482                      | 0              |
| Sutter                 | 0                       | (529)               | 3,734                              | 0                                       | 3,205                       | 0              |
| Tahoe RPA              | 0                       | (636)               | 1,845                              | 0                                       | 1,209                       | 0              |
| Tehama                 | 10,279                  | 0                   | 4,765                              | 136                                     | 15,180                      | 0              |
| Trinity                | 1,990                   | 0                   | 3,452                              | 0                                       | 5,442                       | 0              |
| Tulare                 | 386                     | 0                   | 20,646                             | 0                                       | 21,032                      | 0              |
| Tuolumne               | 1,722                   | 0                   | 3,772                              | 0                                       | 5,494                       | 0              |
| Ventura                | 80,977                  | 0                   | 26,880                             | 0                                       | 107,857                     | 0              |
| Yolo                   | 0                       | (2,400)             | 7,951                              | 7,700                                   | 13,251                      | 0              |
| Yuba                   | 3,602                   | 0                   | 3,007                              | 0                                       | 6,609                       | 0              |
| Statewide Regional     | 208,656                 | (273,056)           | 1,263,407                          | 122,326                                 | 1,361,934                   | (40,601)       |
| Interregional          | 0                       | (118,059)           | 421,135                            | 9,000                                   | 312,076                     | 0              |
| TOTAL                  | 208,656                 | (391,115)           | 1,684,542                          | 131,326                                 | 1,674,010                   | (40,601)       |
| Statewide SHA Capacity |                         |                     |                                    |   | 1,758,767                   |                |
| Statewide PTA Capacity |                         |                     |                                    |   | (84,757)                    |                |
| Total                  |                         |                     |                                    |   | 1,674,010                   |                |

# **Administrative Item**

Q3 OWP Progress Report and Request for  
Reimbursement

**Inyo Local Transportation Commission**  
**QUARTER 3 PROGRESS REPORT FOR THE 2024-2025 OVERALL WORK PLAN (OWP)**

**Work Element**

**100.1 Compliance and Oversight:**

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the ICLTC website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>). During the 3rd quarter of FY24-25, the Inyo LTC held two regular Commission meetings in January and March. The meetings were conducted in person with a Zoom/virtual option. Staff received and reviewed draft audit reports for the fiscal year 2022-2023. Prepared the Q2 RPA invoice and OWP progress report. Obtained the necessary approvals for a resolution to finalize the Master Fund Transfer Agreement. Secured a contract with Moore & Associates to conduct a Triennial Performance audit of the LTC and ESTA. Held audit kickoff meeting with the auditor.

**Expended Q3 \$13,328.60      Percent completion 75%**

**110.1 Overall Work Program (OWP):**

Staff prepared the FY25-25 Draft OWP and submitted it to Caltrans District staff for review. Presented the Draft to the Local Transportation Commission to solicit their input. Awaiting Caltrans review and comments.

**Expended Q3 \$1,791.13      Percent completion 75%**

**200.1 Regional Transportation Improvement Program (RTIP):**

Monitored the FY24-25 Planning Programming Monitoring (PPM) allocation request (CTC approved January 31, 2025). Continued developing cost estimate effort / Project Study Report for the Old Spanish Trail PA/ED phase.

**Expended Q3 \$503.41      Percent completion 50%**

**300.1 Administer Transit:**

Administered and allocated Local Transportation Funds (LTF) and State Transit Assistance (STA). This is an on-going activity, including the periodic review of transit route performance reports and Transit funding. This element includes monitoring Eastern Sierra Transit Authority (ESTA) as a Transportation Development Act (TDA) claimant. December through February monthly LTF, and quarterly STA and State of Good Repair (SGR) distributions were made according to current year Resolutions.

**Expended Q3 \$11,163.54      Percent completion 75%**

**310.1 Coordinate Transit Services:**

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 and coordination with the County and ESTA on the SB 125 program,

LTF funding, PTMISEA transit grant, LCTOP and SGR program. Held the first SSTAC advisory meeting on February 12, 2025, and an Unmet Needs public hearing on March 19<sup>th</sup>. Presented initial findings and meeting notes to the Local Transportation Commission during the March 19<sup>th</sup> regular meeting.

**Expended Q3 \$3,683.65      Percent completion 75%**

#### **400.1 Project Development and Monitoring:**

We continually monitor and assist with preliminary development of local projects. Staff have been exploring the potential for future grant submittals. Working with consultants, commissioners and staff to strategically move project ideas closer to a “shovel ready” state. Worked with a consultant to develop a cost estimate for the PA/ED phase of Old Spanish Trail in advance of upcoming grant/funding opportunities (FLAP, RAISE, STIP, RTA). Inyo was awarded an ATP grant to construct a multi-use path and sidewalks in Tecopa. Staff have been planning in advance of official work on this upcoming major project to ensure a smooth transition to the implementation phase, e.g., reviewing sample RFP’s, identifying County requirements for similar projects, communicating with D-9 Local Assistance and California Transportation Commission staff.

**Expended Q3 \$1,792.87      Percent completion 70%**

#### **400.2 Development of Grant Proposals**

Submitted a proposal in February to the current Sustainable Transportation Planning Grant (STPG) cycle. If successful, the Plan will include a 30% design component for the highest priority route(s). Awarded a Highway Safety Improvement Program (HSIP) grant to improve safety on Trona Wildrose Rd through the Slate Range. Prepared and submitted a Rural and Tribal Assistance Program grant to offset costs in the development of the environmental and PS&E phases. Exploring the possibility of applying for Safe Streets 4 All (SS4All) funding to bolster the Local Road Safety Program (LRSP).

**Expended Q3 \$9,678.30      Percent completion 75%**

#### **400.3 Inyo County Electric Vehicle Charging Infrastructure Network Plan (ICEVCINP) – Sustainable Transportation Planning Grant**

**Consultant Procurement:** Conducted the first of two stakeholder engagement meetings and Community workshops (January 30<sup>th</sup>, Stakeholder meeting; February 11, Community workshop). These workshops involved the preparation and presentation of a PowerPoint summarizing existing conditions regarding charging infrastructure throughout the County, existing power supply & capacity, overview of charging types, socioeconomic and demographic information, commute patterns, and walkshed distances between housing types and existing charge locations by community. Participants were encouraged to add comments to an interactive map. Anticipate second Stakeholder and Community engagement meetings to be held in April or May. Made progress on the fleet conversion analysis, preliminary data has been compiled, and a preliminary analysis has been conducted. Consultant completed a draft of the “Existing Conditions” component of the Plan. Infrastructure and siting analyses have begun. A summary of expenses to date by component is provided below.

**Expended Q3 \$69,009.52      Percent completion 37%**

**500.1 Coordination and Regional Planning:**

Staff regularly attend Rural Counties Task Force (RCTF) and RTPA meetings and Mono County LTC meetings. Participate in monthly collaboration meetings with Caltrans District 9 Planning staff prior to regular LTC meetings. Coordination with the Fort Independence Tribe in their development of a Transportation Plan. Participate with the Eastern Sierra Wildfire Alliance (ESWA) and the first meeting of Lone Pine Fire Safe Council.

**Expended Q3 \$3,901.39      Percent completion 75%**

**510.1 Regional Transportation Plan:**

The Final 2023 Regional Transportation Program (RTP) was adopted on November 29, 2023. The LTC staff are continually assessing the identified priorities of the RTP.

**Expended Q3 \$503.41      Percent completion 75%**

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

Staff continue to conduct pavement management program in-house. Monitored improvements to AI technology (DareeSoft) that is being programmed to capture PCI data in real time. The camera is currently capable of assessing up to 9 of 20 Pavement Condition Index (PCI) distresses. Draft pavement inventory reports have been completed for the County and the City.

**Expended Q3 \$3,307.06      Percent completion 95%**

**700.1 Planning Programming and Monitoring**

Planning, Programming and Monitoring (PPM) represents a second available source of funding and contains many of the same tasks as those in Work Elements 100.1, 200.1, 400.1, 400.2, 500.1 and 600.1. Work in Quarter 3 included monitoring ongoing STIP projects and planning for the upcoming 2025 RTIP. Attended grant workshops to improve awareness of potential future funding opportunities, including the Rural & Tribal Assistance grant program and Safe Streets & Roads For All (SSR4A). Staff have been working to identify potential viable projects for the next STIP/RTIP cycle and have continued the development of ongoing projects. Also identifying possible future projects for upcoming ATP, SSR4A, FLAP and RAISE grant cycles. Staff are monitoring the viability of using AI to assist with the labor-intensive pavement inventory process. DareeSoft reports that their camera can correctly identify 11 of 19 pavement distresses, bringing the camera closer to being useful in the field. Revised the PMP reports for FY2023-2024 and FY2024-2025.

**Expended Q3 \$29,229.67      Percent completion 75%**

**Summary of Expenditures:**

|              | Total Q1 |            |              | Total Q2 |            |              | Total Q3 |            | % exp To Date |
|--------------|----------|------------|--------------|----------|------------|--------------|----------|------------|---------------|
| <b>RPA</b>   | \$       | 63,099.13  | <b>RPA</b>   | \$       | 90,485.79  | <b>RPA</b>   | \$       | 35,271.12  | 70%           |
| <b>LTF</b>   | \$       | 20,099.57  | <b>LTF</b>   | \$       | 11,485.52  | <b>LTF</b>   | \$       | 14,847.19  | 48%           |
| <b>SB1</b>   | \$       | 7,939.80   | <b>SB1</b>   | \$       | 12,234.00  | <b>SB1</b>   | \$       | 65,007.88  | 37%           |
| <b>PPM</b>   | \$       | 18,572.57  | <b>PPM</b>   | \$       | 14,769.86  | <b>PPM</b>   | \$       | 29,229.67  | 46%           |
| <b>Total</b> | \$       | 109,711.07 | <b>Total</b> | \$       | 128,975.18 | <b>Total</b> | \$       | 144,355.87 |               |

### Q3 Summary

|                            |              | Non-OWP        | RPA          | RPA                    | RPA           | RPA                | LTF                | LTF                         | RPA                 | RPA                       | RPA             | SB1 (EVCINP)   | RPA                  | RPA                       | RPA                       | RPA          | RPA             | RPA             | PPM             |           |
|----------------------------|--------------|----------------|--------------|------------------------|---------------|--------------------|--------------------|-----------------------------|---------------------|---------------------------|-----------------|----------------|----------------------|---------------------------|---------------------------|--------------|-----------------|-----------------|-----------------|-----------|
| Q3 Summary                 |              |                |              |                        |               |                    |                    |                             |                     |                           |                 |                |                      |                           |                           |              |                 |                 | 700.1           |           |
|                            |              |                | 100.1        | Amendment No. 1        | 100.1         | Overall            | 200.1              | 300.1                       | 310.1               | 400.1                     | Local           | Amendment No.1 | 400.1                | Local                     | 400.2                     | Grant        | 500.1           | Amendment No. 1 | 510.1           | Planning, |
|                            |              | Other-Non      | Compliance   | Compliance & Oversight | Work Program  | Trans. Impr. Prog. | Administer Transit | Coordinate Transit Services | Project Development | Local Project Development | Devel'pment     | 400.3 ICEVICNP | 400.4 Trans. Funding | Coordination & Reg. Plan. | Coordination & Reg. Plan. | tion Plan    | Transporta      | 600.1           | g, & Monitoring |           |
| Enter Fringe Benefits      | Q3           |                | \$ 95,000    | \$ 11,194              | \$ 10,000     | \$ 3,000           | \$ 87,169          | \$ 10,000                   | \$ 35,000           | \$ 25,000                 | \$ 25,000       | \$ 227,611     | \$ 2,000             | \$ 10,000                 | \$ 5,000                  | \$ 2,000     | \$ 48,000       | \$ 136,589      |                 |           |
| Brandon Bardon             | 508.32       |                | \$ 74.43     | \$ 383.06              | \$ -          | \$ -               | \$ 50.83           | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| Katie Carrington           | 0.00         |                | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| Breanne Nelums             | 262.10       |                | \$ 55.39     | \$ 154.29              | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ 13.85                  | \$ 38.57     | \$ -            | \$ -            | \$ -            |           |
| Mike Errante               | 4,074.61     |                | \$ 348.53    | \$ 1,688.77            | \$ -          | \$ 407.46          | \$ -               | \$ 407.46                   | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ 139.41                 | \$ 675.51                 | \$ 407.46    | \$ -            | \$ -            | \$ -            |           |
| Justine Kokx               | 36,219.96    |                | \$ -         | \$ 14,782.75           | \$ 1,791.13   | \$ -               | \$ 1,399.26        | \$ 3,131.49                 | \$ -                | \$ 1,392.50               | \$ 6,680.80     | \$ 3,495.38    | \$ 464.94            | \$ -                      | \$ 2,990.07               | \$ -         | \$ 91.64        | \$ -            | \$ -            |           |
| Cap Aubrey                 | 959.52       |                | \$ 80.18     | \$ 399.58              | \$ -          | \$ 95.95           | \$ -               | \$ 95.95                    | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ 32.07                  | \$ 159.83                 | \$ 95.95     | \$ -            | \$ -            | \$ -            |           |
| Tina Chinzi                | 1,234.87     |                | \$ 184.09    | \$ 927.29              | \$ -          | \$ -               | \$ 123.49          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| Sarah Wilson               | 222.98       |                | \$ 28.76     | \$ 149.62              | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ 7.19                   | \$ 37.41                  | \$ -         | \$ -            | \$ -            | \$ -            |           |
|                            | 0.00         |                | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| Total Sal & Bens           |              |                | \$ 771.38    | \$ 18,485.36           | \$ 1,791.13   | \$ 503.41          | \$ 1,573.58        | \$ 3,634.90                 | \$ -                | \$ 1,392.50               | \$ 6,680.80     | \$ 3,495.38    | \$ 464.94            | \$ 192.52                 | \$ 3,901.39               | \$ 503.41    | \$ 91.64        | \$ -            | \$ -            |           |
| Enter ADR Totals           |              |                |              |                        |               |                    |                    |                             |                     |                           |                 |                |                      |                           |                           |              |                 |                 |                 |           |
| 5024 PERS Unfunded Li      | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5025 Retiree Health Be     | \$ 12,155.25 | \$ -           | \$ 675.29    | \$ 3,376.46            | \$ -          | \$ -               | \$ 4,051.75        | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 4,051.75     |           |
| 5121 Internal Charges      | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5123 Tech Refresh          | \$ 925.50    | \$ -           | \$ -         | \$ 308.50              | \$ -          | \$ -               | \$ 308.50          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 308.50       |           |
| 5124 External Charges      | \$ 4,600.92  | \$ -           | \$ 21.40     | \$ 74.42               | \$ -          | \$ -               | \$ 47.07           | \$ 48.75                    | \$ -                | \$ 400.37                 | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ 3,913.10     | \$ 95.82        |           |
| 5129 Internal Copy Charges | \$ 144.53    | \$ -           | \$ 24.09     | \$ 24.09               | \$ -          | \$ -               | \$ 48.18           | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 48.18        |           |
| 5152 Workers Comp          | \$ 843.51    | \$ -           | \$ 46.86     | \$ 234.31              | \$ -          | \$ -               | \$ 281.17          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 281.17       |           |
| 5155 Public Liability      | \$ 1,554.27  | \$ -           | \$ 86.35     | \$ 431.74              | \$ -          | \$ -               | \$ 518.09          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 518.09       |           |
| 5175 Maintenance Fuel      | \$ 93.01     | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ 93.01        | \$ -            |           |
| 5232 Office & Other Equip. | \$ 2,110.82  | \$ -           | \$ -         | \$ 703.61              | \$ -          | \$ -               | \$ 703.61          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 703.61       |           |
| 5263 Advertising           | \$ 432.55    | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ 432.55          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5650 Equipment             | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5265 Professional Services | \$ 6,103.50  | \$ -           | \$ -         | \$ 3,106.00            | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ 2,997.50     | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5311 General Operating     | \$ 1,222.64  | \$ -           | \$ -         | \$ 140.88              | \$ -          | \$ -               | \$ 140.88          | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ 800.00       | \$ 140.88       |           |
| 5315 County Cost Plan      | \$ 9,174.51  | \$ -           | \$ 509.70    | \$ 2,548.48            | \$ -          | \$ -               | \$ 3,058.17        | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ 3,058.17     |           |
| 5331 Travel Expense        | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5539 Other Agency Cor      | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| 5700 Construction in Pr    | \$ 61,512.50 | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ 61,512.50   | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
|                            | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
|                            | \$ -         | \$ -           | \$ -         | \$ -                   | \$ -          | \$ -               | \$ -               | \$ -                        | \$ -                | \$ -                      | \$ -            | \$ -           | \$ -                 | \$ -                      | \$ -                      | \$ -         | \$ -            | \$ -            | \$ -            |           |
| Quarter Total              | \$ -         | \$ 2,135.06    | \$ 29,433.84 | \$ 1,791.13            | \$ 503.41     | \$ 11,163.54       | \$ 3,683.65        | \$ -                        | \$ 1,792.87         | \$ 9,678.30               | \$ 65,007.88    | \$ 464.94      | \$ 192.52            | \$ 3,901.39               | \$ 503.41                 | \$ 4,897.75  | \$ 9,206.16     | \$ -            | \$ -            |           |
| Year to Date               | \$ 11,369.74 | \$ 68,976.41   | \$ 29,433.84 | \$ 5,237.66            | \$ 1,542.79   | \$ 38,667.71       | \$ 7,764.57        | \$ 10,640.91                | \$ 1,792.87         | \$ 24,495.24              | \$ 85,181.68    | \$ 1,457.27    | \$ 16,543.31         | \$ 3,901.39               | \$ 1,617.97               | \$ 49,590.69 | \$ 36,197.80    | \$ -            | \$ -            |           |
| (Under)/Over Budget        |              | \$ (26,023.59) | \$ 18,240.30 | \$ (4,762.34)          | \$ (1,457.21) | \$ (48,501.29)     | \$ (2,235.43)      | \$ (24,359.09)              | \$ (23,207.13)      | \$ (504.76)               | \$ (142,429.32) | \$ (542.73)    | \$ 6,543.31          | \$ (1,098.61)             | \$ (382.03)               | \$ 1,590.69  | \$ (100,391.20) | \$ -            | \$ -            |           |
| Q3 total                   | \$ 2,135.06  | \$ 11,193.54   | \$ 1,791.13  | \$ 503.41              | \$ 11,163.54  | \$ 3,683.65        | \$ -               | \$ 1,792.87                 | \$ 9,678.30         | \$ 65,007.88              | \$ 464.94       | \$ (0.00)      | \$ 3,901.39          | \$ 503.41                 | \$ 3,307.06               | \$ 29,229.67 | \$ -            | \$ -            | \$ -            |           |
| Grand Total                | \$ 68,976.41 | \$ 11,193.54   | \$ 5,237.66  | \$ 1,542.79            | \$ 38,667.71  | \$ 7,764.57        | \$ 10,640.91       | \$ 1,792.87                 | \$ 24,495.24        | \$ 85,181.68              | \$ 1,457.27     | \$ 10,000.00   | \$ 3,901.39          | \$ 1,617.97               | \$ 48,000.00              | \$ 52,813.71 | \$ -            | \$ -            | \$ -            |           |
| % Complete                 |              | 73%            | 100%         | 52%                    | 51%           | 44%                | 78%                | 30%                         | 7%                  | 98%                       | 37%             | 73%            | 100%                 | 78%                       | 81%                       | 100%         | 39%             |                 |                 |           |

Inyo County Local Transportation Commission  
Overall Work Program-RPA  
**3rd Quarter Report**

| Work Element  | Work Element Title        | % Expended Quarter 3 | Scheduled Completion | RPA                 | Total Expended 3rd Quarter | Total Expended to Date | Balance            |
|---------------|---------------------------|----------------------|----------------------|---------------------|----------------------------|------------------------|--------------------|
| 100.1         | Compliance & Oversight    | 13%                  | 06/30/25             | \$106,194           | \$13,328.60                | \$80,169.95            | \$26,023.59        |
| 110.1         | Overall Work Program      | 18%                  | 06/30/25             | \$10,000            | \$1,791.13                 | \$5,237.66             | \$4,762.34         |
| 200.1         | RTIP                      | 17%                  | 06/30/25             | \$3,000             | \$503.41                   | \$1,542.79             | \$1,457.21         |
| 400.1         | Local Project Development | 3%                   | 06/30/25             | \$60,000            | \$1,792.87                 | \$12,433.78            | \$47,566.22        |
| 400.2         | Grant Development         | 39%                  | 06/30/25             | \$25,000            | \$9,678.30                 | \$24,495.24            | \$504.76           |
| 400.4         | Trans. Funding            | 23%                  | 06/30/25             | \$2,000             | \$464.94                   | \$1,457.27             | \$542.73           |
| 500.1         | Coord. and Reg. Planning  | 26%                  | 06/30/25             | \$15,000            | \$3,901.39                 | \$13,901.39            | \$1,098.61         |
| 510.1         | RTP                       | 25%                  | 06/30/25             | \$2,000             | \$503.41                   | \$1,617.97             | \$382.03           |
| 600.1         | PMS/GIS                   | 7%                   | 06/30/25             | \$48,000            | \$3,307.06                 | \$48,000.00            | \$0.00             |
| <b>TOTALS</b> |                           |                      |                      | <b>\$271,193.54</b> | <b>\$35,271.12</b>         | <b>\$188,856.05</b>    | <b>\$82,337.49</b> |

Inyo County Local Transportation Commission  
2023-2024 Overall Work Program-RPA/LTF/PPM/SB1

3rd Quarter Report  
0

| Work Element  | Work Element Title | % Expended Year to Date | Scheduled Completion | RPA                 | PPM                 | LTF Transit        | SB1-ICEVICNP        | Total Expended 3rd Quarter | Total Expended to Date | Balance             |
|---------------|--------------------|-------------------------|----------------------|---------------------|---------------------|--------------------|---------------------|----------------------------|------------------------|---------------------|
| 100.1         | Compliance &       | 75%                     | 06/30/25             | \$106,194           |                     |                    |                     | \$13,328.60                | \$80,169.95            | \$26,023.59         |
| 110.1         | Overall Work       | 52%                     | 06/30/25             | \$10,000            |                     |                    |                     | \$1,791.13                 | \$5,237.66             | \$4,762.34          |
| 200.1         | RTIP               | 51%                     | 06/30/25             | \$3,000             |                     |                    |                     | \$503.41                   | \$1,542.79             | \$1,457.21          |
| 300.1         | Administer         | 44%                     | 06/30/25             |                     |                     | \$87,169           |                     | \$11,163.54                | \$38,667.71            | \$48,501.29         |
| 310.1         | Coordinate         | 78%                     | 06/30/25             |                     |                     | \$10,000           |                     | \$3,683.65                 | \$7,764.57             | \$2,235.43          |
| 400.1         | Local Project      | 21%                     | 06/30/25             | \$60,000            |                     |                    |                     | \$1,792.87                 | \$12,433.78            | \$47,566.22         |
| 400.2         | Grant              | 98%                     | 06/30/25             | \$25,000            |                     |                    |                     | \$9,678.30                 | \$24,495.24            | \$504.76            |
| 400.3         | SB1-ICEVICNP       | 37%                     | 06/30/25             |                     |                     |                    | \$227,611           | \$65,007.88                | \$85,181.68            | \$142,429.32        |
| 400.4         | Trans. Funding     | 73%                     | 06/30/25             | \$2,000             |                     |                    |                     | \$464.94                   | \$1,457.27             | \$542.73            |
| 500.1         | Coord. and         | 93%                     | 06/30/25             | \$15,000.00         |                     |                    |                     | \$3,901.39                 | \$13,901.39            | \$1,098.61          |
| 510.1         | RTP                | 81%                     | 06/30/25             | \$2,000.00          |                     |                    |                     | \$503.41                   | \$1,617.97             | \$382.03            |
| 600.1         | PMS/GIS            | 100%                    | 06/30/25             | \$48,000            |                     |                    |                     | \$3,307.06                 | \$48,000.00            | \$0.00              |
| 700.1         | PPM                | 39%                     | 06/30/25             |                     | \$136,589           |                    |                     | \$29,229.67                | \$52,813.71            | \$83,775.29         |
| <b>TOTALS</b> |                    |                         |                      | <b>\$271,193.54</b> | <b>\$136,589.00</b> | <b>\$97,169.00</b> | <b>\$227,611.00</b> | <b>\$144,355.87</b>        | <b>\$373,283.73</b>    | <b>\$359,278.81</b> |

|                       |              |            |            |             |         |
|-----------------------|--------------|------------|------------|-------------|---------|
| <b>RPA Budget</b>     | \$271,193.54 | expended = | 188,856.05 | remaining = | 82,337  |
| <b>PPM Budget</b>     | \$136,589    | expended = | 52,813.71  | remaining = | 83,775  |
| <b>Transit Budget</b> | \$87,169     | expended = | 46,432.28  | remaining = | 50,737  |
| <b>SB1 Budget</b>     | \$227,611    | expended = | 85,181.68  | remaining = | 142,429 |
|                       |              |            | 373,283.73 |             | 359,279 |



Inyo County Local Transportation Commission

PO Drawer Q, 168 N. Edwards St.  
Independence, CA 93526

DISTRICT Use Only  
Date Received:

AGENCY INVOICE / REQUEST for REIMBURSEMENT (RFR) - STATE

Agency Invoice #: 3

MFTA: 74A1634

Fiscal Year: 2024-2025

Period of Reimbursement: Start Date: 1/1/2025

End Date: 3/31/2025

I certify that I am a duly authorized representative of the above referenced Regional Transportation Planning Agency (RTPA) and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement (MFTA) expiring December 31, 2024, entered into between the RTPA and the State of California, Department of Transportation. The reimbursement request is for eligible work completed in accordance with the above mentioned FY's approved Overall Work Program (OWP). By signing this RFR, the RTPA certifies that all State and Federal matching requirements have been met.

LOCAL AGENCY Use Only

Current Fiscal Year Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.

| Funding Source         | Minimum Required Match % | State OWP/A Approved Amount | State Reimbursable Amount | Match Amount | State Amount Previously Invoiced | State Balance |
|------------------------|--------------------------|-----------------------------|---------------------------|--------------|----------------------------------|---------------|
| RPA                    | 0.00%                    | \$ 271,193.54               | \$ 35,271.12              |              | \$ 153,584.92                    | \$ 82,337.50  |
| RPA Grant              | 0.00%                    |                             |                           |              |                                  | \$ -          |
| SHA                    | 11.47%                   |                             |                           |              |                                  | \$ -          |
| SB1 Competitive        | 11.47%                   | \$ 201,500.00               | \$ 69,009.52              | \$ 10,271.73 | \$ -                             | \$ 132,490.48 |
| SHA-Climate Adaptation | 11.47%                   |                             |                           |              |                                  | \$ -          |
| Current Invoice Amount |                          | \$ 472,693.54               | \$ 104,280.64             | \$ 10,271.73 | \$ 153,584.92                    | \$ 214,827.98 |

Inyo County LTC, Justine Kokx, Senior Transportation Planner

LOCAL AGENCY Name & Title (please print)

Signature

4/17/2025

Date

Caltrans DISTRICT Use Only

I certify that I am duly authorized by the Department of Transportation to approve payment to the RTPA. The RTPA 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 RTPA. This authorization to pay acknowledges receipt of services billed.

District Name & Title (please print)

Signature

Date

Caltrans HQs Use Only

Acct Line # Amount: Project ID#: Encumbered Contract #: R



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

## NOTES

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION Inyo County Board Chambers 224 N. Edwards St., Independence 8:00 a.m.

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us). 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. 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).

**April 16, 2025**

**8:19 a.m.** Open Meeting

#### 1. Roll Call

#### **Commissioner's Present**

Vice-Chair-Jeffery Ray  
Commissioner Jennifer Roeser  
Alternate Commissioner Will Wadelton  
Commissioner Scott Marcellin

#### 2. Public Comment

Bob Olin, resident of Olancho expressed concerns about the increased frequency of truck and trailer blow-overs along the new alignment of 395 caused by wind. The new highway alignment is elevated and closer to the mountains and therefore exposes vehicles to higher wind speeds, which can be 100 mph+ near the crest. Trucks have no option in this stretch to park perpendicularly when the winds are blowing. Education and enforcement around this issue is needed.

#### **Other's Present**

Justine Kokx: LTC Transportation Planner  
Mike Errante: Executive Director  
Tina Chinzi: LTC Secretary  
Rick Franz: Caltrans

Chair Celeste Berg, Vice-Chair Jeffery Ray, Commissioners: Jennifer Roeser, Stephen Muchovej, Jose Garcia, Scott Marcellin

Jill Tognazinni: Caltrans  
Alexia Williams: Caltrans  
Bob Olin  
Shannon Platt: Inyo County Road Dept  
Brian Adkins: Bishop Paiute Tribe  
Phil Moores: ESTA  
iPhone: YIF47MKV70

## **ACTION ITEMS**

### **1. Consent Agenda**

- a. Request approval of the minutes of the meeting of March 19, 2025
- b. Request approval of Resolution No. 2025-03: authorization for the execution of the Certifications and assurances and allocation request(s) for the low carbon transit operations program (LCTOP) for the following project(s): Inyo County Electric Vehicle \$48,737
- c. Request approval of the Letter of Support for AB 496
- d. Approve via Minute Order amendment to the ICLTC Organization and Procedures Manual to formalize 5% of Bicycle & Pedestrian Set aside of the Local Transportation Funds

~~**Motion made by Commissioner Roeser and seconded by Commissioner Marcellin; all in favor.**~~

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### **2. PUBLIC HEARING 9:00 a.m.**

Unmet Transit Needs

**No Public Comments**

## **INFORMATIONAL ITEMS**

### **3. City of Bishop Report**

### **4. ESTA Executive Director's Report**

Phil Moores reported on a variety of exciting projects that he has been working on. TIRCP-SB125 projects include EV charging and new Zev vehicles at the Bishop and Lone Pine airports and Dial-a-ride expansion to the greater Bishop area (Mustang Mesa, Wilkerson). Ridership is going great. The Lancaster and Reno routes are (or will be soon) 7 days a week.

### **5. Caltrans Report**

Jill Tognazzini reported for Caltrans. The PIO will be sending out direct mailers to keep the community updated about several upcoming construction projects. Fish Springs – construction begins June 2<sup>nd</sup> with anticipated end date of April 2026. Traffic will be shifted to one side to avoid stopping traffic and for worker safety. Bishop Pavement project – fencing will occur between May 19 – 30 avoiding Mule Days and resuming June 2<sup>nd</sup>. 24-7 traffic control, paving to be done at night. Anticipate construction completion in June 26<sup>th</sup>. Meadow Farms ADA project construction begins on June 2<sup>nd</sup>, completion anticipated in 1 year. Businesses will be accessible at all times. Lone pine pedestrian crossing project is awaiting advertising for contractor; anticipate

long lead time for the pole. Keogh's pavement draft EIR out now and closes on May 4<sup>th</sup>. Lone Pine sidewalks project - anticipate construction in 2027.

Commissioner Wadeldon asked about RRFB's. Expected construction next summer. Commissioner Roeser asked Jill if she could attend a town hall meeting in Big Pine to share information about the Fish Springs project. She also asked how Caltrans and the CHP can improve warning signs about the wind issue. Jill responded that Caltrans is analyzing wind conditions throughout the District. She also emphasized driver responsibility, and reiterated the locations for safe pullouts – Coso, Division Creek, communities of Lone Pine and Olancho. Vice-Chair Ray agreed that education and driver responsibility are critical and that there is a perceived lack of awareness of the issue in southern Inyo by the CHP.

## **6. Tribal Report**

Brian Adkins provided an update about the Clean Mobility Options project for the Bishop Paiute Tribe. The CMO project will include 2 EV shuttles serving the Education center and an EV shuttle bus serving the HeadStart preschool program and plug-in hybrids for the Elder center. Only 3 tribes were funded for CMO, and two are in Inyo county (Big Pine and Bishop). Commissioner Roeser appreciated the collaboration between the two Tribes. Commissioner Marcellin asked if the project will include an education component for ZEV workforce training. Brian replied that a different project will provide training for charger installation and maintenance.

## **7. DVNP Report**

## **8. USFS Report**

## **9. Executive Director's Report**

Mike Errante reported that the Whitney Portal culvert repair project will be completed by the end of April. School St, Van Loon, and a number of other roads identified in the CIP will have overlays done next fiscal year.

## **10. Reports from all members of the Inyo County LTC**

Commissioner Roeser relayed that she has extended an invitation to Captain Broyles to attend the LTC meetings. The CHP has been ramping up community speed enforcement.

Vice Chair Ray agreed that it requires a balance of education and enforcement and believes that Caltrans has the ability to provide the education component beginning in early education.

Commissioner Marcellin acknowledged new scope and cost for sidewalks on the Bishop Paiute Tribe, \$11M.

## **CORRESPONDENCE**

[Rural Counties Task Force Rural Induced Demand Study](#)

## **ADMINISTRATIVE**

Q2 OWP Progress Report

## **ADJOURNMENT**

Adjourned at 9: 27 a.m.until 8:00 a.m. Wednesday May 21, 2025, Bishop City Hall

Chair Celeste Berg, Vice-Chair Jeffery Ray, Commissioners: Jennifer Roeser, Stephen Muchovej, Jose Garcia, Scott Marcellin

**UPCOMING AGENDA ITEMS**

2025 RTIP projects dialogue *May-July*

Adopt FY25-26 Overall Work Program *May*

FY25-26 TDA Allocations *May/June*

Adopt FY25-26 Unmet Transit Needs *May/June*

Receive Triennial Performance Audit of the ICLTC *June*

FY24-25 RSTP Exchange *May/June*