



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

On-line Only

Justine Kokx is inviting you to a scheduled Zoom meeting.

Topic: Inyo County Local Transportation Commission Meeting
Time: Nov 16, 2022, 09:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/88291149736?pwd=WmlBek9ZTGxyaFpDOWVQeDd2c3BGQT09>

Meeting ID: 882 9114 9736

Passcode: 784300

+1 669 444 9171 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. 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).

November 16, 2022

9:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

3. Consent Agenda
 - a. Staff of the Local Transportation Commission - Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
 - b. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of September 28, 2022.

- c. Staff of the Local Transportation Commission - Request approval of the minutes of the Special AB361 meeting of October 26, 2022.
 - d. Staff of the Local Transportation Commission – Request Commission adopt via Resolution No. 2022-12 Title VI of the Inyo County Code and the Inyo County Purchasing Policy.
4. Staff of the Local Transportation Commission - Request your Commission approve via Minute Order Amendment No. 4 to the contract with LSC Transportation Consultants, Inc., in the amount of \$47,615 to prepare an update to the 2015 Active Transportation Plan.
 5. Staff of the Local Transportation Commission – Request your Commission approve via Minute Order the contract in the amount of \$7,850 with the Center for Economic Development of CSU Chico to prepare an Economic and Demographic Profile of Inyo County, emphasizing disadvantaged community breakdowns by community and tribe.
 6. Staff of the Local Transportation Commission – Request your Commission approve Resolution No. 2022-11 to amend the FY2022-2023 Overall Work Program to program the carry over funding from FY2021-2022 in the amount of \$57,500.

DISCUSSION ITEMS

7. Presentation of the Inyo County Road Department Capital Improvement Plan – Inyo County Public Works Deputy Director, Shannon Platt.

INFORMATIONAL ITEMS

8. USFS response to the inquiry about the 2013 Alternative Transportation Study and trailhead capacity – Staff has requested USFS’ participation at an upcoming meeting.
9. ESTA Report
10. Tribal Report
11. DVNP Report
12. Caltrans Report
13. City of Bishop Report
14. Executive Director’s Report
15. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 9 a.m., Wednesday December 21, 2022

UPCOMING AGENDA ITEMS

- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog
- City of Bishop Pavement Management Program Report

Action Item No. 3
CONSENT AGENDA



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

On-line Only

September 28, 2022

9:04 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Stephen Muchovej
Jennifer Roeser
Celeste Berg
Rick Pucci
Doug Thompson

Others Present:

Nate Greenburg Inyo County CAO
Neil Peacock Caltrans
Adam Weitzmann Caltrans
Jenny Parks IMAH
Michael Errante Inyo County Public Works

2. Public Comment

No Comment

ACTION ITEMS

3. Consent Agenda

- a. Staff of the Local Transportation Commission - Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.
- b. Staff of the Local Transportation Commission - Request approval of the minutes of the meeting of August 17, 2022.

- c. Staff of the Local Transportation Commission - Request approval of the minutes of the Special AB361 meeting of September 14, 2022.

***Motion to approve was made by Commissioner Pucci and seconded by Commissioner Roeser. All in favor.**

4. Staff of the Local Transportation Commission - Request your Commission approve via Minute Order minor revisions to the ICLTC Organization and Procedures Manual, and to Appendix B, Claim for TDA funds.

Justine summarized the proposed changes to the Organization and Procedures Manual: Add a second efficiency test to the Appendix B for STA appropriations, change the deadlines for agenda items, and fix a typo.

***Motion to approve was made by Commissioner Muchovej and seconded by Commissioner Roeser. All in favor.**

5. Staff of the Local Transportation Commission – Request your Commission approve Resolution No. 2022-09 to re-allocate fiscal year 2021-2022 LTF Reserve funds in the amount of \$16,816 from ESAAA to ESTA.

Justine provided a summary of the reason this resolution is needed, to formalize the return by ESAAA of the prior year reserve distribution that was missed in Resolution No. 2022-08.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.**

6. Staff of the Local Transportation Commission – Request your Commission approve Resolution No. 2022-10 distributing the year end FY21-22 LTF reserve fund balance in the same proportions as Resolution No. 2022-08.

Justine proposed allocating the LTF reserves to LTF claimants in the same manner as was done in FY21-22, while reserving 30% of the current year's LTF estimate in the fund.

***Motion to approve was made by Commissioner Muchovej and seconded by Commissioner Roeser. All in favor.**

7. Staff of the Local Transportation Commission - Request your Commission ratify via Minute Order the Local Road Safety Plan (LRSP) and ratify the Executive Director's signing of the LRSP Certification Letter and any Highway Safety Improvement Program (HSIP) related documents.

Justine discussed the need for the Commission to ratify the certification by the Executive Director of the final LRSP to meet important HSIP grant proposal guidelines. Commissioner Muchovej said that he thought the LRSP report was helpful and contained data that supported the anecdotal complaints of pedestrian safety problems along Main Street.

***Motion to approve was made by Commissioner Muchovej and seconded by Commissioner Roeser. All in favor.**

DISCUSSION ITEMS

Electric Vehicle discussion - Neil Peacock of Caltrans

Neil reported that the National Electric Vehicle Infrastructure (NEVI) program is ready for roll out at the federal level. Caltrans has received expression of interest from cities and counties in beefing up EV infrastructure. There are couple of items that need to be put on your radar that we'd like to work with staff on. As we understand program rules, charging stations must be placed within two miles of alternative fueling corridors, that they must be sited in conjunction with development that serves the travelling public. Because of the rural, even "frontier" like nature of our District, as well as interest off the Corridors, such as trailheads, we want to be prepared to seek exemptions from these conditions. Need to have a coordinated approach in terms of where the locations are, so that when a state vendor is selected, we can request those exemptions for those specific sites. We want to be prepared for these exemptions when the time comes. Commissioner Roeser added that she appreciates the heads up and the forward thinking. Corridor is great, but we want to be ready. What is the state mandate for EV stations by 2025? Neil will get back with details. We have some operating assumptions that it's not just the 395 Corridor, it's also that trailheads, resort areas are also important. Seeking political and executive direction for future updates.

INFORMATIONAL ITEMS

8. USFS 2013 Forest wide Alternative Transportation Study

Justine explained why she put this on the agenda. Commissioner Muchovej noted that this report is useful, but is quite old, and a lot of the parameters have changed during the last five years. Does the Forest Service have any plans to update this? Chair Berg also wondered about this possibility. Justine will reach out to the USFS. Commissioner Roeser mentioned that the USFS partnering with ESSRP & Quantified Ventures is developing a business plan/study for campgrounds trailheads, looking at traffic patterns, parking, movement, and capacity. Might warrant our Commission to elevate this issue with the USFS to update their numbers. Commissioner Thompson brought up that the infrastructure in the report is still relevant. None of it has changed. Also, the County took over some of the ROW of some of the roads. Relevant to ESTA as well. Commissioner Muchovej stated that the study doesn't talk about the current state, which is lack of parking anywhere. He also mentioned that the County Public Works Dept has done some infrastructure improvements at the South Lake trailhead.

9. FY 2021-2022 4th Quarter Rural Planning Assistance (RPA) Invoice and staff report

10. ESTA Report – No staff report this month

11. Tribal Report

12. DVNP Report

13. Caltrans Report

Adam provided a report for Caltrans. SR 190 remains closed from Olancha to Stove Pipe Wells. Anticipate reopening on October 10th, and Towne Pass expected to reopen at the end of October. Talked about a need to improve communications between Caltrans Road maintenance and County maintenance crews for better coordination during storm events. Caltrans will be reaching out. The CA Freight Mobility Plan (CFMP) is out for public comment. RTP guidelines are being updated. Regional Planning Handbook is also being updated. A one-time augmentation of 50 million for climate adaptation added to the Sustainable Transportation Planning grant program. A 1-billion-dollar augmentation for ATP Cycle 6. 50% will go statewide, 10% for rural. Applies to already submitted applications only, not new applications.

14. City of Bishop Report

Commissioner Muchovej provided a report. Just hired a new Public Works Director Nora Gamino. She previously worked for the USFS and has expertise in water treatment, sewer infrastructure and grants management. She'll be a great addition. Getting ready to improve mobility for students to cross 395 at Lagoon using a federal earmark that the City recently received. The City approved a change order to the City Park project to add sidewalks around the senior center.

15. Executive Director's Report

Mike expressed appreciation to the City for signing that change order. Yesterday he provided a presentation to the Board of supervisors on the Capital Improvement Plan for roads. He would like to make the same presentation to the ICLTC. Road dept. will begin slurry seal projects next week, near Manor Market in Bishop area, and in Big Pine in the Rolling Green/Knight Manor area. Flights ended after Labor Day. Will recommence December 15th, San Francisco, and Denver. LA flight didn't meet expectations. North Round Valley bridge continues construction, back filling, girders, bridge deck in the works. Target completion date remains mid-November. County budget was adopted, gained some needed new positions. Looking forward to working with Nora.

16. Reports from all members of the Inyo County LTC

Commissioner Roeser wanted to introduce Nate Greenburg, the new County CAO, but he had to jump off. No other reports.

CORRESPONDENCE

ADJOURNMENT

Adjourned at 10:02 until 9 a.m., Wednesday October 19, 2022

UPCOMING AGENDA ITEMS

- MOU and negotiations Inyo County LTC, Mono County LTC, and Kern Cog
- Q1 RPA invoice for FY 2022-23
- Amendment No. 1 to the FY 2022-2023 OWP
- Amend LSC contract to update the 2015 Active Transportation Plan



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Michael Errante, Executive Director

Minutes

INYO COUNTY LOCAL TRANSPORTATION COMMISSION On-line Only

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October 26, 2022

9:22 a.m. Open Meeting

1. Roll Call

Commissioners Present:

Jennifer Roeser

Rick Pucci

Doug Thompson

Stephen Muchovej

2. Others Present:

Justine Kokx – Staff

3. Public Comment - None

ACTION ITEMS

4. Request your Commission authorize future meetings during a state of emergency to be conducted virtually, in accordance with AB 361.

***Motion to approve was made by Commissioner Roeser and seconded by Commissioner Muchovej. All in favor.**

ADJOURNMENT 9:23 am

Adjourned until 9 a.m., Wednesday November 16, 2022



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Michael Errante
Executive Director

STAFF REPORT

MEETING: November 16, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Consent Agenda Item No. 3d, Approve Resolution No. 2022-12, adopting Title VI of the Inyo County Code, and the Inyo County Purchasing Policy

Action Item

Request that your Commission approve via Resolution No. 2022-12 to adopt Title VI of the Inyo County Code, and the Inyo County Purchasing Policy.

Discussion

On September 9, 2022, the Inyo County Board of Supervisors approved Resolution No. 2022-27 revising the Inyo County purchasing policy to align the policy with state law, and to increase the delegated authority for the purchase of goods and services to meet the current needs of the departments. The last update to the purchasing policy was done in 2017, and the limits for purchasing goods and services had become quite out of date. It would be practical of your Commission, as a quasi-independent organization per Government Code 29535, to also adopt the revised purchasing policy as the governing policy of the ICLTC to ensure smooth purchasing of goods and services via the Inyo County purchasing structure. This has been requested by Inyo County Auditor staff, County Counsel was consulted, and concurs. Your Commission's adoption of the policy simply formalizes that the ICLTC shall follow the Inyo County purchasing policy while conducting its purchasing and contracting activities.

Recommended Action

Request your Commission approve Resolution No. 2022-12, adopting Title VI of the Inyo County Code, and the Inyo County Purchasing Policy.

Attachments & Links:

- Inyo County Code Title VI
https://library.qcode.us/lib/inyo_county_ca/pub/county_code/item/title_6
- Inyo County Purchasing and Contracting Policy

RESOLUTION NO. 2022 - _____

**A RESOLUTION OF THE BOARD OF SUPERVISORS,
COUNTY OF INYO, STATE OF CALIFORNIA,
AMENDING THE INYO COUNTY PURCHASING AND CONTRACTING POLICY**

WHEREAS, the Inyo County Board of Supervisors is engaged in a comprehensive overhaul of Inyo County’s purchasing and contracting policies and procedures;

WHEREAS, this project includes updating both Title VI of the Inyo County Code and the Inyo County Purchasing and Contracting Policy;

WHEREAS, pursuant to Inyo County Code section 6.04.020, the Inyo County Board of Supervisors may adopt by resolution policies and procedures to governing the purchasing and contracting process, which shall be entitled the “Inyo County Purchasing and Contracting Policy and Procedures Manual.”

NOW THEREFORE BE IT RESOLVED by the Inyo County Board of Supervisors that,

1. The document attached hereto as Exhibit A shall become the operative Inyo County Purchasing and Contracting Policy and Procedures Manual on September 9, 2022.
2. The document attached hereto as Exhibit A shall supersede any previous versions of the Inyo County Purchasing and Contracting Policy and Procedures Manual.

PASSED AND ADOPTED this _____ day of _____, 2022, by the following vote:

AYES: _____
NOES: _____
ABSTAIN: _____
ABSENT: _____

DAN TOTTEROH, Chairperson
Inyo County Board of Supervisors

ATTEST: Leslie Chapman
Clerk of the Board

By: _____
Darcy Ellis, Assistant
Assistant Clerk of the Board

Exhibit A

Inyo County Purchasing and Contracting Policy

Adopted Pursuant to Resolution No. 22-XXX
Effective Date: September 9, 2022



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I. Introduction

The purpose of this Purchasing Policy Manual, which has been approved by the Board of Supervisors pursuant to Resolution No. 22-XXX, is to set forth how purchasing activities are to be conducted in Inyo County. Specifically, this manual establishes the policies and procedures that govern the daily implementation of the County's Purchasing and Contracting Ordinance, found in Title 6 of the Inyo County Code. Nothing in this policy is intended to supplant or contradict the rules set forth in Title 6. Rather, this policy is intended to assist County staff in properly implementing Title 6. As long as they do not contradict the rules found within Title 6, any rules or procedures contained within this Policy are binding rules that carry the same force and effect as any rules found in Title 6.

There are six different types of purchases that the County makes: goods, services, real property / leases, public works projects, road projects, and bridge projects. The same rules and procedures apply to the procurement of personal property and services, so that means that there are five different sets of rules that County employees must be aware of when making purchases. Each of these five sets of rules is handled in detail in the sections below.

It is Inyo County's goal is to provide autonomy to department heads and elected officials to spend their budgeted funds in whatever manner they think will best effectuate their policy goals. The Board of Supervisors trusts that department heads and elected officials will spend County funds responsibly and ethically and will exercise due diligence to price shop and obtain the best value for the County.

All employees are encouraged to read the entirety of this Policy. County Counsel, County Administration, the Budget Team, the Auditor, and your supervisor are also available to answer any questions that you may have regarding purchasing rules and procedures.

II. General Procedures Applicable to All Procurements

A. Authority of Department Heads and the County Purchasing Agent

The Board of Supervisors appointed the County Administrative Officer to serve as the Purchasing Agent for Inyo County. Additionally, via both this Policy and Title 6 of the Inyo County Code, the Board of Supervisors and the Purchasing Agent delegated various purchasing powers to department heads.¹ Department heads must carefully review this Policy, the Inyo County Code, and applicable state laws to determine who has the ability to authorize a purchase. Regardless of the delegated purchasing powers, for all purchases, the Purchasing Agent retains the power to overrule any purchasing decision made by a department head.

B. Failure to Comply with the Purchasing Policy

Compliance with this Policy and Title 6 is a serious matter. The County understands that purchasing rules are complex, and employees often make good-faith mistakes when procuring goods, services, or property. This section is not intended to apply to such good-faith mistakes. Rather, this section is intended to apply to County employees who knowingly circumvent purchasing procedures. Such actions will not be tolerated in Inyo County.

Examples of noncompliance with this Policy or Title 6 may include, but are not limited to:

1. Knowingly exceeding delegated purchasing authority – e.g. entering into a contract for \$55,000 without taking that contract to the Board for approval after you have been informed by County Counsel that such contracts require Board approval
2. Dividing a single purchase order by utilizing multiple PO's to avoid approval limits – e.g. dividing an order for office supplies into two orders of \$26,000 to avoid the \$50,000 approval limit
3. Displaying favoritism or nepotism in compiling quotations – e.g. directing a contract toward a family member's business by purposefully seeking informal bids that are higher than the price provided by the family member's business²
4. Purchasing for personal use – e.g. an employee purchases extra cleaning supplies so that they may take some home for personal use

Any failure to abide by this Policy or Title 6 may result in consequences for the individual employee and the department as a whole. Per Government Code section 29121, any amount spent by a department head in excess of their authorized budget appropriation shall be a personal liability of the department head.

In addition to personnel actions or civil/criminal liability, the Purchasing Agent and/or Auditor may also enforce this Policy or Title 6 by conducting random audits of a department's purchasing activity and imposing consequences should the audits repeatedly reveal noncompliance with this Policy.

¹ Any reference to department heads also includes elected officials.

² Employees are also encouraged to familiarize themselves with Inyo County's Fraud, Waste, and Abuse Policy. Many of the issues outlined in this section are also covered in the Fraud, Waste, and Abuse Policy.

C. Commitment to a Competitive Process

Inyo County is committed to always seeking the best value possible for any goods, services, or property that it might procure. To that end, this Policy and Title 6 require procedures such as sealed bids or informal quotes for the vast majority of purchases. However, the County also recognizes that the value of the time spent requesting bids or comparing prices for certain small purchases could exceed the savings that comes with the competitive process. Accordingly, as outlined in more detail in the subsequent sections, some purchases do not require a competitive process. Regardless, price shopping is always encouraged.

D. Exceptions to the Competitive Process

Situations may arise where an employee finds it impossible or unreasonable to comply with the competitive process. These situations are described in more detail below. County employees should keep in mind that these situations are the exception, not the norm. **Additionally, any purchase that will be conducted under one of the exceptions enumerated below must be approved by County Counsel, the Auditor, and the Purchasing Agent, regardless of the dollar amount of the procurement.**

1. Sole Source Procurements.

A sole source procurement may be justified in the following situations:

- The capability of the proposed contractor is critical to the specific effort and makes the contractor clearly unique compared to other contractors in the general field
- The proposed contractor has prior experience of a highly specialized nature that is vital to the proposed effort
- The proposed contractor has facilities, staffing, or equipment that are specialized and vital to the services being requested
- The proposed contractor has a substantial investment that would have to be duplicated at the County's expense by another contractor entering the field
- A critical proposed schedule for the service and/or product that only one proposed contractor can meet
- A lack of competition because of the existence of patent rights, copyrights, trade secrets, and/or location

Sole source procurements are the exception, not the norm. They are to be used sparingly and shall not be used in lieu of any competitive process simply because the department failed to allot sufficient time to engage in the competitive process or because the department finds the competitive process to be onerous.

2. Emergency Situations

Emergency situations are *unforeseeable* events that necessitate the immediate spending of money to remedy them. Unforeseeable events do not include problems brought about by poor planning.

In other words, a department's failure to prepare a RFP/RFQ in time to solicit bids does not constitute an emergency. Emergencies can arise in such vast and varied circumstances that providing comprehensive examples is almost impossible. However, generally, when public health or welfare necessitates that a department immediately spend money, they may do so without any adherence to the competitive processes or approval limits set out in this Policy. Unless the purchase is made during a formally declared state of emergency (see Section VII), the department must seek retroactive approval of the purchase from the Board of Supervisors as soon as possible.

3. Repair of cars or heavy machinery

When a car or piece of heavy machinery breaks down, it does not make sense to tow that machinery from shop to shop to obtain quote from various mechanics to fix the machinery. Those towing costs generally negate the cost savings realized from obtaining bids. Therefore, departments such as Motor Pool or the Road Department may dispense with the competitive process when it would be expensive and difficult to transport the broken car or machinery to multiple mechanics. However, any department that utilizes this exception is encouraged to utilize vendors that are known to provide a good value to the County.

4. Emergency repairs

Like all buildings and facilities, County facilities sometimes experience unexpected problems with crucial systems, like HVAC, electrical, appliances, or plumbing. These problems need to be remedied immediately, as they often interfere with the ability of County employees to do their jobs. Therefore, there is no time to obtain bids in these situations. This exception also applies to County-operated utility systems, such as the County water system in Lone Pine, Independence, and Laws.

Repairs performed pursuant to this section will often also qualify as emergency public works projects. Review Section VII(B) of this Policy for more information on such purchases.

5. Ongoing maintenance provided by a manufacturer

Certain products or software require ongoing maintenance, updates, or trainings that can only be provided by the product manufacturer. Departments may treat contracts for such services as sole source procurements. When making the initial purchase of a product that will require ongoing maintenance from only one vendor, the Department is encouraged to try to negotiate a price for that ongoing service as part of the initial procurement.

6. "Piggyback" purchasing

In situations where another government agency has already engaged in a competitive procurement process and the vendor is willing to offer the same contract terms to Inyo County as the other government agency, Inyo County is permitted to procure goods or services from that vendor without engaging in the competitive process. This exception exists because, if another government agency has already taken the time to obtain competitive bids, then there is little

value to be gained by having Inyo County repeat the same process. Before engaging in “piggyback” purchasing, the department must review the purchasing and procurement policies of the original government agency to ensure that that agency’s standards are at least as rigorous as Inyo County’s and to ensure that the price of the good or service offered is at or below the market rate.

Piggyback purchasing is also permitted with non-governmental purchasing collectives, such as Sourcewell.

E. Out of State Vendors

Purchasing from vendors or contractors located outside of California requires some extra paperwork, primarily related to state tax withholding issues. Departments are encouraged to consult with the Auditor to ensure that they comply with all requirements. However, at a minimum, out of state vendors generally require the following:

- A current W-9 on file with the Auditor
- A CA State Board of Equalization Tax Permit number, if the vendor charges sales tax
- Completed California withholding tax forms

F. Local and Small Business Purchasing Preference

Inyo County wants to spend its money in a manner that encourages the growth of local and small businesses because such businesses contribute to the community and local economy. These benefits often justify choosing a small and/or local company over a large and/or non-local company, even if the small / local company is slightly more expensive than other bidders. Accordingly, Inyo County applies a purchasing preference of 8% for local businesses or 5% for small businesses. Inyo County also applies a 5% purchasing preference for primary contractors if the primary contractor will direct 10% or more of the value of the work to be performed under the contract to subcontractors that qualify as a small or local business.

In practice, this means that, all other things being equal, if a department receives a bid from a local business that is up to 8% higher than non-local respondents, the department must consider the local business’s quote to be of an equal amount to the non-local business’s quote. The same rule applies for small businesses, but in this situation, the preference is only 5%.³

Note, however, that there is no requirement to accept a quote or bid from a local or small business if the non-local or non-small business will provide a higher value product or service to the County. In other words, while the County will discount the prices quoted by local or small businesses in an effort to foster beneficial economic activity, nothing obligates the County to purchase a product or service that it knows to be subpar simply because that product or service comes from a local or small business.

³ Bidders may not “stack” purchasing preferences. In other words, a bidder who qualifies as both a small and a local business would not get a 13% preference.

Finally, for purchases that are funded with non-County funds (e.g. state or federal grants), departments are cautioned to carefully review the rules associated with the grant or outside funds. Some outside funds prohibit the application of small or local business preferences or they have their own rules regarding preferences (e.g. some federal funds require the application of a minority-owned business preference).

G. Insurance Specifications for Contracts

With some limited exceptions, the County generally requires all vendors or consultants who provide products or services to the County to maintain insurance. This insurance is necessary to protect the County in the event that the vendor or consultant fails to perform under the contract or in the event that the vendor or consultant harms a third party in the course of providing products or services for the County.

Before entering into a contract with a vendor or a consultant, you must consult with Risk Management to determine the level of insurance that Risk will require the vendor or consultant to carry. The insurance that the County requires varies based on the risk inherent in the product or service that is being provided, the value of the contract, and many other factors. You should consult Risk Management regarding insurance requirements early in the RFP/RFQ process so that you can inform potential respondents of the level of insurance that the County will require them to carry.

H. Document Retention and Management

All documents related to purchasing must be retained for a period of three years. It is the responsibility of the department making the purchase to ensure proper document retention. Electronic retention is fine; there is no need to maintain paper copies of records so long as you have scanned a copy of the document to PDF.

Note that certain purchases may require longer retention periods, but three years is the default rule in the absence of a more restrictive rule.

In addition to legal retention requirements, departments are also advised to keep an organized file related to their purchasing activity so that the Purchasing Agent or Auditor can exercise their power to audit a department's purchasing activity and so that the department can provide back-up documentation as needed to pay their bills. For example, a purchase of goods between \$5,001 and \$10,000 requires three informal bids and department head approval. If a department is making a purchase of \$7,000 of goods, the department must retain copies of the three (or more) informal bids that it sought for at least three years. These retention rules apply even when the department does not have to seek outside approval to make the purchase – i.e., when the department head is the sole approval authority and the purchase is made on a County credit card, not through the Auditor.

I. Paying for Purchases

After choosing a vendor and complying with all of the various procedures outlined in this Policy, the department must memorialize and effectuate the purchase. In the case of simple or relatively small purchases, this may require nothing more than swiping a County credit card.

For vendors that do not take credit cards or for purchases that are more complex, a department has two options. First, the department may obtain a purchase order from the Auditor. A purchase order is essentially a “mini contract” and memorializes what the vendor is selling, how much the County will pay, and the terms of the sale. Departments are encouraged to use purchase orders for situations that are too complex or expensive for credit cards, but not complex enough for a full-blown contract. The Auditor will then prepare a check to the vendor pursuant to the purchase order. Second, the department may use a standard County contract prepared by County Counsel and available on the intranet. Contracts are necessary when the County is purchasing services or for situations where the County will be making defined payments over a period of time. Departments are encouraged to consult with County Counsel if there is any confusion as to the use of a purchase order versus a contract.

For all purchases, department should be prepared to provide documentation to demonstrate compliance with this Policy. This documentation must be provided to departments such as the Auditor, the Purchasing Agent, County Counsel, and any other department that has a role in approving purchases or ensuring compliance with this Policy.

J. Compatibility Issues When Purchasing

When departments work together to tap into each other’s expertise, the County enjoys greater efficiency and cost-savings. This is particularly true in the purchasing realm when departments are buying specialized items that could have compatibility issues with existing items. A good example of this is technology-related purchases; for example, certain tablets may not be compatible with the County’s current computers, so any department wanting to buy tablets would be well served to verify compatibility with Information Services before making any purchases. Therefore, for all purchases in the following categories, departments must obtain the approval of the departments listed below:

Purchase Type	Approval Required From
Technology (e.g. phones, tablets, computers, printers)	Information Services
Transportation (e.g. cars, car accessories)	Motor Pool

Exceptions for IS approval for technology-related purchases include: Mouse, keyboard, disposable items (e.g., toner cartridges, inkjet cartridges for printers, etc.), printer cables, noise cancelling headphones, battery back-ups, privacy filters, and laptop cases.

III. Procurement of goods and services (Inyo County Code Chapter 6.10)

The procurement of goods and services follow the same rules (with one exception, as detailed in section III(E) below) and will be both be described in this section. The chart below summarizes the key rules with respect to the procurement of goods and services, and each section below describes each level of purchasing in more detail:

Amount	Required Action	Approval Authority
Less than or equal to \$5,000	Compliance with the competitive process is not required, but price shopping is encouraged.	Department Head or designee
\$5,001 to \$10,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained.	Department Head
\$10,001 to \$25,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained.	Department Head and Purchasing Agent
\$25,001 to \$75,000	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date.	Department Head and Purchasing Agent
Over \$75,000.00	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date.	Board of Supervisors

A. Less than or equal to \$5,000

These purchases can generally be made without any specific competitive processes, but departments are encouraged to price shop to ensure that the County is getting the best value for its money. That said, the County recognizes that for these lower value purchases, the cost of the employee time spent price shopping can often exceed the savings to be realized from price shopping. Therefore, departments are encouraged to holistically consider all factors when determining how to obtain the best value for the County.

At the discretion of individual department heads, these purchases may also be approved by designees within the department – for example, deputy directors or assistant directors.

B. Between \$5,001 and \$25,000

Purchases in this dollar range require three informal bids, but approval authority differs based on the amount of the purchase. For purchases less than or equal to \$10,000, the department head is the only approver necessary. For purchases less than or equal to \$25,000, both the department head and the Purchasing Agent must approve the purchase.

An informal bid can consist of either a printout showing the price of an item or service or a quote prepared by a vendor. All quotes must be in writing. Verbal quotes are not sufficient. If a vendor provides a verbal quote, the employee must request written confirmation via a confirmatory email or letter. The employee soliciting the quotes may choose which vendors to contact, but all employees are encouraged to focus their requests toward local vendors, to the extent that a local vendor can provide the item or service needed.

If an employee requests a quote from a vendor and the vendor does not respond within 72 hours, then the employee may still count that request toward the three quotes that they are required to obtain. That vendor, however, may be eliminated from the selection process at the employee's discretion. If no vendors respond to a request for quotes, the department may make the purchase without complying with any further competitive processes.

When assessing quotes, a department is not required to choose the lowest cost vendor. In fact, departments are discouraged from looking only at cost and should assess vendors holistically to determine which vendor can provide the overall best value to for the County. Factors that should be considered in addition to price include, but are not limited to, delivery time, the vendor's willingness to use an Inyo County standard contract or purchase order, the vendor's reputation in the industry, the quality of the vendor's product, and the vendor's return policy.

A department is never required to accept a quote, and when assessing quotes, a department may determine that none of the quotes obtained are responsive to their request or sufficient to meet their needs. If a department rejects all quotes, then the department may proceed with the purchase as if they are making a purchase of less than \$5,000.

C. Between \$25,001 to \$75,000

Purchases over \$25,000 but below \$75,000 require a formal Request for Proposals ("RFP") or Request for Qualifications ("RFQ"). These formal RFP/RFQs differ from informal quotes in that the department leading the procurement must prepare a written description of the item or service that it is seeking. Vendors may then respond to the RFP/RFQ with a proposal. The department will open all responses on a set date and time and will choose the vendor who provides the best overall quality and value to the County.

Department have significant freedom to structure the RFP/RFQ process in whatever manner works for them, and the County encourages departments to be creative with their RFP/RFQs to ensure that they receive the maximum number of responses. That said, there are some rules that all RFP/RFQs must follow:

- Cannot favor one brand over another. For example, a RFP for a car may request a mid-sized crossover vehicle that seats 5 people with all-wheel drive and that has a dealership within 60 miles of Independence, CA. Conversely, the RFP may not specify that the County is seeking bids for a Honda CRV or a Toyota RAV4. However, it may be the case, that in certain situations, only one brand is compatible with a department's existing equipment. In this case, the department may explain their existing equipment in the RFP

and state that they are seeking bids only for brands that are compatible with the existing equipment.

- Must be published in specified sources. RFP/RFQs best serve the purpose of increasing competition and ensuring unbiased procurements if the County receives multiple responses to the RFP/RFQ. The County can only receive multiple responses if vendors and the general public are made aware of the RFP/RFQ. Accordingly, at a minimum, all RFP/RFQs must be published on the County website and in a local printed newspaper of general circulation for at least 10 days. Department heads are also encouraged to make efforts to publish the RFP/RFQ in industry-specific sources or send the RFP/RFQ to vendors who might be interested in responding.
- Bids must be sealed. All RFP/RFQs must instruct respondents to submit their proposals in a sealed envelope. These sealed proposals must all be opened at a specified time with at least two employees observing the opening. All RFP/RFQs must instruct respondents that they are not allowed to discuss the contents of their proposal with County employees before the opening date. Any respondent who does so will be disqualified. Respondents may ask the County employee managing the RFP/RFQ clarifying questions, but those questions should not reveal the contents of the bidder's proposal. Any questions that a County employee answers must be posted publicly (for example, online) so that all respondents have access to the same information when formulating their proposals.
- Must include a copy of the contract that the department will ask the vendor to enter into. All RFP/RFQs must include a copy of the standard County contract that the department wants the respondent to enter into. Departments should consult with County Counsel to determine the appropriate contract prior to releasing the RFP/RFQ. Departments are also encouraged to include a scoring rubric with the RFP/RFQ so that respondents know how their responses will be scored.
- Must be reviewed by County Counsel. All RFP/RFQs must be reviewed by County Counsel to determine compliance with all laws and legal requirements.
- Must include an admonition that all responses are considered public records. Due to the County's obligations under the Public Records Act, all RFP/RFQs must warn respondents that any documents that they submit to the County—such as price lists, customer lists, or business plans—may be disclosed to any member of the public upon request.
- Must include a statement that any bidder who wishes to challenge the bidding or procurement process must file a complaint in conformance with Chapter 6.30 of the Inyo County Code.

As with informal bids, when assessing RFP/RFQ responses, departments are encouraged to consider the value of the whole package, rather than considering only price. Additionally, if a department receives no responses to a RFP/RFQ or determines that none of the respondents meet the minimum standards set forth in the RFP/RFQ, the department may make the purchase or enter into a contract with no further compliance with the competitive process.

Once the department has selected a winning respondent and finalized negotiations over contract terms with the respondent, the department head must seek approval from the Purchasing Agent before executing the contract with the vendor. Additionally, all contracts must be reviewed and approved by County Counsel, Risk Management, the Auditor, and Personnel. When reviewing the procurement, all reviewers shall ensure that the department has complied with all Title VI of the Inyo County Code, this Policy, and any other purchasing requirement. Departments are strongly encouraged to vet their RFP/RFQ with the reviewing departments *before* releasing the RFP to the general public. This will allow reviewing departments an opportunity to correct any errors or problems with the RFP that could result in one of the reviewing departments refusing to approve the final contract.

D. Over \$75,001

The rules and process governing RFP/RFQs for procurements or contracts over \$75,000 are the same as RFP/RFQs for purchases between \$25,000 and \$50,000. However, the final step in the process differs, as procurements over \$75,001 must be approved by the Board of Supervisors. Therefore, these contracts must be placed on the Board of Supervisor's agenda through Civic Clerk.

E. "Per Vendor" Versus "Per Purchase" Limits

There is one important way in which the purchase of goods and service differ. When it comes to goods, the limits provided above apply only to each individual purchase. The limits do not consider the aggregate total purchased from a single vendor in one year. In other words, if a department buys \$500 worth of tools on 100 occasions during a fiscal year from a single vendor, these purchases are assessed as 100 individual purchases. Because each of these purchases is below \$1,000, no competitive process is required. This is a notable change from past practice, when this purchasing pattern would have required a blanket purchase order.

On the other hand, per Government Code section 25502.3, dollar limits for the purchase of services must be considered on an aggregate basis. Therefore, if a department were to purchase \$500 worth of plumbing services on 100 different occasions during a fiscal year, that would have to be treated as a purchase for \$50,000. Per the limits set forth above, a \$50,000 purchase would require a RFP/RFQ and Board approval of the contract. In a sense, then, blanket purchase orders still exist, but only when it comes to the purchase of repeated services.

F. De Minimus Contract Changes

For contracts that require Board approval, no aspect of the contract can be changed post-approval without a formal amendment. However, occasions sometimes arise when a department needs to make a minor change to the dollar amount of a contract. In these cases, where the change is de minimus, it is not a good use of the department's or the Board of Supervisor's time to have to go through the formal amendment process to make such a minor change. Accordingly, for contracts that require Board approval, the Purchasing Agent may authorize an increase in the contract amount up to \$5,000 on one occasion during the life of the contract. For contracts below

\$75,000, the Auditor or the Purchasing Agent may authorize an increase in the contract amount up to \$500 on one occasion.

IV. Procurement of Real Property and Leases (Inyo County Code Chapter 6.24)

All purchases and leases of real property must be completed by the Board of Supervisors. In other words, there is no delegated authority for a department or the Purchasing Officer to lease or purchase real property without Board approval. Accordingly, leases and purchases of real property will be handled on a case-by-case basis, rather than being described in this Policy.

There are some limited exceptions to this rule, as described in section 6.24.040 of the Inyo County Code. These exceptions generally relate to lease that are either of a very short-term (e.g. the use of a County park for an afternoon) or of a very small piece of property (e.g. an airport hangar).

V. Procurements Related to Public Works Projects (Inyo County Code Chapter 6.14)

A public works project is any purchase associated with the “construction, improvement, alteration, painting or repair of any public building or facility identified in Public Contract Code Section 20121 or 20150.2.” Unlike the purchase of goods and services, where the County has significant freedom to set rules and dollar limits, public works projects are controlled by highly specific state laws. These laws are primarily found in the Public Contract Code, Division 2, Part 3, Articles 3.5 and 3.6 (section 20120, *et seq.*). Additionally, because Inyo County has chosen to opt into the California Uniform Public Construction Cost Accounting Act, public works purchases must also comply with Public Contract Code section 22000, *et seq.*

Because state law is so specific and detailed when it comes to public works projects, Title VI and this Policy provide less information regarding public works projects. Therefore, any County employee engaging in a public works project must understand that this Policy does not provide a complete picture regarding the rules governing public works projects and should also review the relevant sections of the Public Contract Code.

Per CUPCCAA, the bidding requirements for Public Works projects are as follows:⁴

Amount	Required Action	Approval Authority
Less than \$60,000	No specific competitive process is required. The work may be performed by County staff, by a contract negotiated directly with a qualified individual, or by purchase order.	Public Works Director
Between \$60,001 and \$200,000	Three informal bids must be obtained per the procedure set forth in Public Contract Code section 22034	Public Works Director
Over \$200,000	A formal bidding process is required per the procedure set forth in Public Contract Code section 22037	Board of Supervisors

As detailed in the above chart, for public works purchases less than \$60,000, no specific process is required. However, the Public Works Department must always endeavor to obtain the best value for the County. Price shopping is always encouraged.

For purchases between \$60,000 and \$200,000, the Public Works Department must comply with the procedures set forth in Inyo County Code section 6.14.070. This section contains the informal bidding rules required by CUPCCAA. Specifically, these rules require that the Public Works Department do the following:

⁴ Public Contract Code § 22032.

1. Maintain a list of qualified contractors for various categories of work. Qualifications for admission to this list is determined by the California Uniform Public Construction Cost Accounting Commission.
2. Prepare a notice inviting informal bids that describes the project in general terms and how to obtain more detailed information about the project.
3. Inform all contractors who have been placed on the list of qualified contractors of all informal bids for which they are qualified at least 14 days before the bid is due. The notification to contractors must occur via whatever method the contractor chose when they signed up for the qualified contractors list.
4. Provide a notice inviting informal bids to all construction trade journals specified in Public Contract Code section 22036.

If all bids received under the informal bidding process are over \$200,000, the Board of Supervisors may still award a contract, but only if that contract is for less than \$212,500.⁵ If a contract cannot be negotiated for less than \$212,500, then the Public Works Department must re-bid the project via the formal bidding process.

For formal bids, the Public Works Department must do the following:⁶

1. Present plans, specifications, and working details to the Board of Supervisors for approval and adoption⁷
2. Prepare a notice inviting formal bids that states the time and place for the receiving and opening of sealed bids and distinctly describe the project.
3. Publish the notice at least 15 calendar days before the date of opening the bids in a local newspaper and send the notice electronically to all construction trade journals specified in Public Contract Code Section 22036.

After receiving bids, the Public Works Department may take one of the following actions:⁸

1. Award the contract to the lowest responsible bidder
2. Reject all bids received and, after reevaluation of the costs of the project, decide that the work can be performed more economically by County employees. When taking this route, the Public Works Department must schedule a noticed public hearing before the Board of Supervisors, obtain 4/5 Board approval of the decision to reject all bids, and send notice of the hearing at least 2 days prior to the apparent low bidder.

If no bids are received, the Public Works Department may proceed as if the contract is below \$60,000, regardless of the actual dollar amount.

⁵ Public Contract Code § 22034(d).

⁶ Public Contract Code § 22037.

⁷ Public Contract Code § 22039

⁸ Public Contract Code § 22038.

VI. Procurements Related to Road and Bridge Projects (Inyo County Code Chapter 6.16)

Procurements related to road projects are governed by Inyo County Code Chapter 6.16, Public Contract Code section 20390, *et seq.* (roads), and Public Contract Code section 20400, *et seq.* (bridges).

A. Road Projects (Inyo County Code § 6.16.030)

Amount	Required Action	Approval Authority
Less than \$25,000	Board must find that the estimate is less than \$25,000; Road Commissioner may then contract for the work to be performed with no bidding	Board; then Road Commissioner
Between \$25,001 and \$50,000	Sealed, formal bids required	Road Commissioner
Over \$50,000	Sealed, formal bids required	Board of Supervisors

Procurements related to road projects have somewhat odd requirements in the sense that only the cheapest and the most expensive purchases require Board involvement. For procurements less than \$25,000, the Road Commissioner is empowered to contract for labor and materials with no competitive bidding process.⁹ However, the Road Commissioner may only do so after bringing an estimate to the Board of Supervisors and obtaining Board approval of the accuracy of the estimate. There is no statutory authority permitting the Board to delegate its power regarding estimate approval; therefore, road project procurements of \$25,000 or less will always require input from the Board.

For procurements between \$25,000 and \$50,000, the Board is empowered by Public Contract Code section 20394.5 to delegate the entire process to the Road Commissioner, and has done so via Inyo County Code section 6.16.040. The Road Commissioner must obtain sealed formal bids for any projects that fall in this dollar range. After opening these bids and choosing a winning bidder, the Road Commissioner is empowered to enter into a contract with the winning bidder without obtaining Board approval.

Finally, for procurements over \$50,000, the process is the same as procurements between \$25,000 and \$50,000, except that the Road Commissioner must bring the contract to the Board for approval.

There are some additional requirements to keep in mind for all road project procurements:

⁹ Public Contract Code § 20394.

- For all road projects over \$20,000, Public Contract Code section 20391 requires the preparation of surveys, profiles, cross-sections, plans, and specifications of the proposed work.
- For any road project that requires formal bidding, notice of the call for bids must be published at least 10 times in a daily newspaper or 2 times in a weekly newspaper.¹⁰
- The Road Commissioner has the following change order authority:¹¹
 - For contracts of \$50,000 or less – up to \$5,000
 - For contracts between \$50,000 and \$250,000 – up to 10% of the original contract price
 - For contracts over \$250,000 – up to \$25,000, plus 5% of the amount of the original contract cost in excess of \$250,000
 - No matter the price of the contract, no change order shall exceed \$210,000

B. Bridge Projects (Inyo County Code § 6.16.080)

Amount	Required Action	Approval Authority
Less than \$2,000	No formal bidding process or contract required	Road Commissioner
Between \$2,000 and \$10,000	No formal bidding process, but the goods or service to be purchased must be set forth in a contract	Road Commissioner
Over \$10,000	Sealed, formal bids required	Board of Supervisors

Bidding thresholds for bridge projects are much lower than road projects. For bridge procurements less than \$2,000, no bidding—or even a contract—is required.¹² For bridge procurements between \$2,000 and \$10,000, no bidding is required, but the purchase must be memorialized in a contract that can be executed by the Road Commissioner.¹³ For bridge procurements over \$10,000, a sealed, formal bidding process is required, with the Board approving the contract that comes out of that process. Formal bids for bridge procurements must be noticed 10 times in a daily newspaper or 2 times in a weekly newspaper.¹⁴

¹⁰ Public Contract Code § 20392.

¹¹ Public Contract Code § 20395.

¹² Public Contract Code § 20403.

¹³ Public Contract Code § 20402.

¹⁴ Public Contract Code § 20404.

VII. Emergency Purchasing (Inyo County Code Chapter 6.22)

Any employee making a purchase during an emergency event must first consider 1) which entity, if any, has declared a state of emergency and 2) where the funds to make the purchase come from. The procedures and rules described in this manual relate to a County-declared state of emergency where County money is being spent to respond to the emergency. However, larger emergencies that go beyond Inyo County's borders often include state or federal-level emergency proclamations and state or federal-level funding to respond to the emergency. Often, these non-County funds have their own procurement rules. Describing all of these procurement rules is beyond the scope of this Policy, so any employee making a purchase during a state of emergency should pay careful attention to the source of the money that they are spending.

A. Emergency Purchases of Services and Goods (Inyo County Code § 6.22.010)

Whenever the Board of Supervisors has proclaimed a local emergency pursuant to Government Code section 8630, more lenient purchasing procedures apply for personal property and services.¹⁵ Procedures are more lenient in an emergency because emergencies often necessitate that unpredictable and potentially expensive purchases be made quickly to protect public health, safety, and welfare. This situation makes it impossible to comply with procedures such as RFP/RFQs or taking purchases to the Board of Supervisors for approval.

As set forth in section 6.22.010 of the County Code, when the Board has declared a state of emergency pursuant to Government Code section 8630, all limits on the Purchasing Agent's delegated authority are removed. In other words, the Purchasing Agent may make any purchases necessary to respond to the state of emergency without seeking the approval of the Board of Supervisors and without any competitive process. However, the Purchasing Agent must endeavor—to the maximum extent possible and in recognition of the uniqueness of each emergency—to collect informal bids from at least three sources before making any purchase pursuant to this section.

The Purchasing Agent is also authorized to further delegate purchasing authority to the Incident Commander if Inyo County stands up an Emergency Operations Center to handle the emergency.

B. Emergency Purchases for Public Works Projects (Inyo County Code § 6.22.020)

There are no monetary limits on the power of the Public Works Director to spend money to perform emergency repairs to any structure that constitutes a public work, nor is it necessary for there to be a declared state of emergency per Government Code section 8630. Additionally, the Public Works Director is not required to collect any bids. However, per Public Contract Code section 20134(a) and as set forth in section 6.22.020 of the County Code, there are specific procedures that the Public Works Director must follow before performing emergency work.

These procedures are set out in Public Contract Code section 22050, and it is strongly advised that any employee performing an emergency repair on a public work both read section 22050 and consult with County Counsel. Generally, section 22050 requires that the Board of

¹⁵ Gov't Code § 25502.7.

Supervisors find, by 4/5 majority, that damage to a structure has created an emergency situation that necessitates such immediate action that bidding would be impossible. There is a continuing obligation for the Board of Supervisors to renew its finding of an emergency situation every two weeks, and there are specific limits on how much a contractor may add to its materials costs to cover overhead and administration when performing emergency work.

If the Public Works Director determines that the repair must be made so quickly that the matter cannot be brought before the Board of Supervisors for an emergency finding, the Public Works Director may authorize such repairs to be performed. The Public Works Director must then, at the next regularly scheduled Board of Supervisors meeting, bring the matter before the Board and seek authorization to continue the work.

C. Emergency Purchases for Road Projects (Inyo County Code § 6.22.030)

The Road Commissioner may authorize the immediate expenditure of up to \$25,000 to repair a road in the case of a landslide, flood, storm damage, or other emergency situation or to prepare for an imminent emergency (such as forecasted heavy rain that is likely to cause landslides on a county road).¹⁶ Emergency expenditures over \$25,000 require Board of Supervisor approval. In both situations—i.e. both over and under \$25,000—there is no requirement to seek bids.

D. Emergency Purchases for Bridge Projects (Inyo County Code § 6.22.040)

Emergency repairs to a bridge cannot be made without Board of Supervisor authorization. In other words, there is no ability in California law to delegate decision-making authority regarding emergency bridge repairs to the Public Works Director, like there is for repairs to structures or roads. That said, if a situation arises where an emergency necessitates the immediate expenditure of funds on a bridge, the Road Commissioner is encouraged to consult with County Counsel, as there may be alternative avenues to legally spend funds to repair a bridge without the delay required by seeking Board approval.

However, unlike structural emergencies, authorization to perform emergency work on a bridge requires only a 3/5 simple majority.¹⁷ Once the Board of Supervisors has made the emergency finding, the Road Commissioner or Public Works Director is free to immediately contract to repair the bridge without soliciting any bids.

¹⁶ Public Contract Code § 20395(c).

¹⁷ Public Contract Code § 20407.

VIII. Dispute Resolution Procedures (Inyo County Code Chapter 6.30)

When a bidder is not selected as a winning bidder following an informal or formal quote or bid process, that unsuccessful bidder sometimes attempts to challenge the County's decision to award the bid to someone else on the grounds that the bidding process was unfair or out of compliance with state law. To address these situations, the County has created a mandatory dispute resolution process that any aggrieved bidder must use.

This process is set out in Chapter 6.30 of the Inyo County Code. It applies to all types of procurements—be it a public works project, a purchase of office supplies, or graphic design services. If a department receives notice of a protest, they should contact County Counsel immediately for further guidance.

Protests must be submitted within 10 days of the notification of award to bidders. Thus, if you have not received any protests 10 days after you notified all bidders of the winning bidder, you can be fairly certain that your procurement will not be challenged on the basis of any alleged irregularities in the bidding process.

IX. Sale and Transfer of Surplus County Personal Property (Inyo County Code Chapter 6.28)

When County property is no longer needed for County operations, the County will dispose of it either via an auction or by donation. Generally, unneeded County property may be donated only to a nonprofit entity or another government entity. If the property is going to be transferred to a for-profit entity or an individual, it must be sold at a public auction. The major issue to pay attention to when disposing of unneeded County property is the required notice period. The type of transfer (*i.e.* donation or auction) and the intended recipient of the property can alter the required notice period.

Any department that is transferring a fixed asset to surplus must notify the Auditor. Additionally, if a department has declared an item surplus, that item must be secured and stored at a County facility until it is sold, donated, or disposed of.

A. Sale of Surplus Property

The most common procedure to sell surplus property is a public auction. Per the Government Code¹⁸ and the Inyo County Code, the following procedures apply to a public auction.

First, the department head must inform the Purchasing Agent that the department has surplus property to dispose of. While there is no rule forbidding a department from holding its own auction, it often saves time and labor for multiple departments to consolidate their surplus items into one auction. Thus, the Purchasing Agent will monitor the level of surplus goods and arrange a multi-department auction when appropriate.

Second, if the estimated value of any of the property to be auctioned exceeds \$10,000, the Purchasing Agent must seek Board approval to dispose of it. If none of the Property to be auctioned is worth more than \$10,000, you may skip this step.

Third, after the Purchasing Agent has arranged the logistics of the auction (which generally occur online via a third-party platform), notice of the auction must be given for five days prior to the start either by publication in a local newspaper or by posting notice in three public places in the County.

Exceptions to this process include:

The County is permitted to dispose of property worth less than \$500 without a public auction if the Board of Supervisors *unanimously* votes that the property is worth less than \$500.¹⁹ This rule also applies to products from a County farm. Following the sale, the Purchasing Agent must report back to the Board the results of the sale.

The County is permitted to sell personal property to any road improvement, lighting, irrigation, waterworks, flood control, or other special district within the County whose affairs and funds are

¹⁸ Gov't Code § 25363.

¹⁹ Gov't Code 25363.

under the supervision and control of the Board or for which the Board is ex officio the governing body without any auction.²⁰

The County is permitted to donate or sell property to a community redevelopment agency, housing authority, community development commission, surplus property authority, federal agency, city, school district, County Board of Education, special district, joint powers agency, or any other public agency within the County without an auction. However, a 4/5 vote of the Board of Supervisors is required and notice of the intended sale or donation must be posted at least one week before the matter is brought to the Board.²¹

B. Donation of Surplus Property

The Board of Supervisors may vote to donate any County property to the following organizations on any terms that it deems appropriate:²²

- (1) A 501(c)(3) organization that is organized for the care, teaching, or training of children or developmentally disabled children.
- (2) A 501(c)(3) organization that is organized for the care, teaching, or training of Native Americans.
- (3) A school district or community college district.
- (4) A county children and families commission established pursuant to the California Children and Families Act of 1998.
- (5) A 501(c)(3) organization that is organized to provide health or human services.²³

Additionally, the Board may authorize the donation of surplus computer equipment to any individual who is receiving any of the following public benefits: CalFresh, CalWORKs, County Relief, General Relief, General Assistance, or Medi-Cal. The transfer of this equipment must be managed by the public assistance division of Health and Human Services. HHS must develop a list of eligible people who have requested computer equipment and develop a fair and impartial procedure to disburse the equipment. Recipients of the equipment must sign an agreement stating that they agree not to resell it.

Finally, it is possible to donate property to other community-focused organizations that are not on the list above. However, this is a more complicated process that tends to be unique to each situation. Thus, for any such donations, departments should consult with County Counsel.

²⁰ Gov't Code § 25366.

²¹ Gov't Code § 25365.

²² Gov't Code § 25373.

²³ This list represents the most common organizations that the County will donate surplus goods to. However, this is not an exclusive list. Departments are encouraged to contact County Counsel to determine if there is a method to donate to community-focused or governmental organizations not on this list.

RESOLUTION No. 2022-12

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
(Hereinafter referred to as the ICLTC)**

**A RESOLUTION ADOPTING TITLE VI OF THE INYO COUNTY CODE, AND THE
NEW PURCHASING AND CONTRACTING POLICY EFFECTIVE SEPTEMBER 9, 2022**

WHEREAS the ICLTC is the designated transportation planning agency for Inyo County pursuant to Section 29535 of the Government Code and Action of the Secretary for Business, Transportation and Housing, and as such, has the power to enter into contracts independently; and

WHEREAS, as such, the ICLTC must have some sort of policy governing how it conducts its purchasing and contracting activities; and

WHEREAS, effective September 9, 2022, the Inyo County Board of Supervisors adopted Resolution 2022-27 repealing and replacing Title VI of the County Code, and amending the County Purchasing and Contracting Policy; and

WHEREAS the ICLTC is in need of a purchasing policy and will also adopt Resolution 2022-27, the revisions to Title VI of the County Code, and the amended County Purchasing and Contracting Policy.

NOW, THEREFORE, BE IT RESOLVED, that the Inyo County Local Transportation Commission adopts Resolution 2022-27 repealing and replacing Title VI of the County Code, and the amended County Purchasing and Contracting Policy effective September 9, 2022.

BE IT FURTHER RESOLVED that the Inyo County Local Transportation Commission Executive Director is authorized to complete all paperwork necessary to adhere to the Inyo County Purchasing and Contracting Policy.

Passed and adopted this 16th day of November 2022, by the following vote:

Ayes
Noes
Abstentions
Absent

Executive Director of the Inyo County Local Transportation Commission

Attest:

Staff, Inyo County Local Transportation Commission

Action Item No. 4
LSC AMENDMENT NO. 4



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante
Executive Director

STAFF REPORT

MEETING: November 16, 2022
PREPARED BY: Justine Kokx, Transportation Planner
SUBJECT: Action Item No. 4

Action Item

Request that your Commission approve via Minute Order amendment No. 4 to the contract with LSC Transportation Consultants, Inc. (LSC) in the amount of \$47,615 to prepare an update to the 2015 Active Transportation Plan.

Discussion

In California, the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill (101, Chapter 354) was signed into law on September 26, 2013. The ATP consolidates existing federal and state transportation programs, including Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. In recent years, California has taken a leading role in prioritizing non-motorized modes of transportation to meet its greenhouse gas reduction goals, and its subsequent distribution of competitive active transportation funding.

In 2015, LSC prepared the first Active Transportation Plan (Plan) for the ICLTC. The Plan serves as a roadmap to improve active transportation networks such as walking and biking in Inyo County. The Plan develops and prioritizes a list of pedestrian and bicycle projects that, when implemented, will increase active transportation opportunities to access employment, recreation, education, and community destinations. The Plan also prioritizes safety and convenience as part of the planning process. The Active Transportation Plan is now seven years old, and has become out-of-date, particularly in terms of community outreach and engagement, which is an integral component of the Plan. To be competitive for upcoming grant opportunities, the Plan must document recent and meaningful community-level outreach and engagement regarding projects identified for grant proposals. The Cycle 7 ATP grant program kicks off in 2023. This is a highly competitive program and having an up-to-date Active Transportation Plan is critical to the success of ATP grant applications. Plans must incorporate the projects proposed and contain relevant outreach and engagement showing support for those projects by the respective communities.

Recommended Action

Request your Commission approve the amendment to the contract with LSC Transportation Consultants, Inc. to update the 2015 Active Transportation Plan in the amount of \$47,615.

Attachments:

- LSC Transportation Consultants, Inc., Scope of Work for Amendment No. 4



LSC Transportation Consultants, Inc.

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Tahoe City, CA 96145

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October 22, 2022

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

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

Dear Mr. Pickney:

Below is a proposed Work Scope and Cost Estimate for the 2023 Update of the Inyo County Active Transportation Plan (ATP). The Work Scope is similar to the one followed in 2015 and assumes a simple update of the ATP. Much of the existing conditions/background information will have been prepared as part of the concurrent Regional Transportation Plan update. LSC will be happy to work with you to ensure that the ATP update work scope reflects the goals of Inyo County.

WORK SCOPE

It is becoming increasingly important for public health, environmental and financial reasons to build transportation infrastructure that encourages residents to use alternative transportation to the automobile. This includes bicycling or walking to work, school, errands, social engagements etc. Overall public health and childhood obesity could be improved if residents made smarter transportation choices. A reduction in automobile trips is also in line with statewide goals to reduce greenhouse gas emissions. In today's auto dominated society, walking and biking can be unsafe and is often perceived as the least attractive option. Mobility for members of disadvantaged communities, with no vehicle or only one vehicle available in their household, could also be improved if biking/walking were an easier choice. The Active Transportation Program is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Eligible projects for ATP funds include:

- Infrastructure Projects – Capital improvements that will increase the proportion of trips accomplished by biking and walking; increase safety and mobility of non-motorized users; achieve greenhouse gas reduction goals; enhance public health (including Safe Routes to Schools projects); ensure that disadvantage communities benefit; provide a broad spectrum of projects to benefit many types of active transportation users. Examples include separated bicycle paths, bicycle lanes, sidewalks and crosswalks.
- Non-Infrastructure Projects – Education, encouragement, enforcement and planning activities that further the above mentioned goals.

An Active Transportation Plan (ATP) outlines the needs, issues and concerns associated with walking, biking and rolling in the region and includes prioritized lists of capital improvement projects to meet those needs. Through existing conditions analysis and public/stakeholder input and the ATP provides decisionmakers with the information to best prioritize active transportation funding revenues. Inyo County adopted an Active Transportation Plan in 2016. As part of this Work Scope, LSC will update the Inyo County Active Transportation Plan. The plan will incorporate elements identified in the Active Transportation Program Guidelines.

TASK 1: Kick-off Meeting

Kick-off Meeting

As part of Task 1, the LSC Team will hold a “kick-off” meeting via Zoom with ICLTC staff, to refine the work scope and schedule.

TASK 2: Existing Conditions

Existing Conditions

The first step in the ATP process will be to review existing conditions for bicycle and pedestrian facilities in Inyo County. As this is an update to previous ATP and as Inyo County has not grown significantly in population, it is anticipated that changes to existing conditions will be minimal and will include updating population figures and commute patterns. Much of the data collection and analysis will have been completed as part of the concurrent RTP effort and can be used for the ATP update. As recommended in Appendix A of the California Transportation Commission (CTC) 2023 Active Transportation Program Guidelines, this section of the ATP will include:

- A map and description of existing and proposed land use and settlement patterns
- Identification of census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.

TASK 3: Public Participation/Stakeholder Consultation Process

As part of this task, the Study Team will conduct outreach to the general public, particularly those living in disadvantaged communities or communities underserved by transportation. In an attempt to avoid overwhelming the community with public meetings and hearings, the Study Team proposes to coordinate public workshops and community input for the ATP with the RTP.

On-line Questionnaire

The Study Team proposes to develop a combined on-line Questionnaire with the ATP and RTP. In rural counties such as Inyo County, public workshops often garner minimal input. It is likely that more input can be attained by directly contacting agencies and groups with interest in active transportation. The Study Team will develop a short questionnaire which can be made available on-line and in hard copy format. The questionnaire will ask respondents about their opinion on what types of improvements would encourage them to bike or walk more often. Availability of the questionnaire will

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

- Tribal Governments (Bishop Paiute Tribe, Big Pine Paiute, Fort Independence, Lone Pine Paiute, Timbisha Shoshone)
- County and City Health and Human Services Departments
- Inyo County Office of Education
- Bicycle advocacy groups
- ESTA
- Eastern Sierra Area Agency for the Aging
- Inyo Mono Association for the Handicapped
- ICLTC Social Services Transportation Advisory Council (SSTAC)
- Chamber of Commerce

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

Stakeholder Outreach

The Study Team will work with ICLTC staff to develop a list of stakeholders such as representatives of public, LA Department of Water and Power, neighboring jurisdictions and natural resource agencies that should provide input on the plan. At a minimum the stakeholders will include those listed in Task 1. The Study Team will contact the stakeholders directly to discuss active transportation needs and ensure that the ATP is consistent with adopted agency documents.

The Study Team will maintain a log of all public comment. A summary of public and stakeholder input will be included as an appendix to the ATP.

Public Workshop/Pop-up Workshop

Once a list of active transportation projects has been developed, the Study Team proposes to hold a public workshop in Bishop. At the workshop, the Study Team will provide an overview of the ATP process and ask participants to discuss concerns or issues with respect to bicycling and walking in Inyo County. At the end of the workshop, participants will be asked to choose their top 3 priority improvements from the Draft List of Active Transportation Projects. Ideally, this workshop will be held in conjunction with a related meeting or event. Another option would be to hold a pop-up workshop at a community location such as Vons in Bishop or the Bishop City Park. As part of this format, the Study Team would set up poster boards describing the plan effort and the Draft List of Active Transportation projects and engage with passers-by.

Notification

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

Public Hearing

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

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

TASK 4: Bicycle Element

The Study Team will update the Bicycle Element chapter of the 2015 Inyo ATP. Specifically:

- A map and description of existing and proposed bicycle transportation facilities
- A map and description of existing and proposed end-of-trip bicycle parking facilities.
- A description of existing and proposed signage providing wayfinding along bicycle networks to designated destinations.
- A description of existing and proposed bicycle education and encouragement programs.
- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists in the plan area.
- The estimated number of existing bicycle trips in the plan area, both in absolute numbers and as a percentage of all trips.
- The estimated increase in the number of bicycle trips resulting from implementation of the plan.

Task 5: Pedestrian Element

The Study Team will update the Pedestrian Element chapter of the 2015 Inyo ATP. Specifically:

- A map and description of existing and proposed pedestrian transportation facilities
- A description of existing and proposed signage providing wayfinding along pedestrian networks to designated destinations.
- The number and location of collisions, serious injuries, and fatalities suffered by pedestrians in the plan area.
- The estimated number of existing pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips.
- The estimated increase in the number of pedestrian trips resulting from implementation of the plan.

TASK 6: Safe Route to Schools Element

Funding from the Active Transportation Program can be used for projects that provide safe routes to schools. As part of this task, the Study Team will update the Safe Routes to Schools maps for all areas of Inyo County. Specifically, this will include contacting all public schools in Inyo County and on tribal land to discuss streets and bikeways most commonly used by students to access school. The discussion will focus on which routes are considered the least safe and why. Accident data will be reviewed and considered, as well as traffic volumes on major roadways (as available). After review of all the data, maps will be prepared in Geographic Information Systems (GIS) and PDF format displaying routes to each school and prioritizing each route by needed improvements to increase safety. A brief discussion of each map will be included in text format, outlining the needed improvements, such as crosswalks, bicycle lanes, etc. Proposed projects

needed to increase the safety along these routes will be included in the Draft Project List and identified as a Safe Route to School project.

TASK 7: Recreational Trails Element

The region's dramatic landscape and public lands attract a large number of recreational motorized vehicle enthusiasts as well as bicyclists, hikers and other non-motorized trail users. These types of projects are not considered utilitarian and therefore not as likely to receive Active Transportation Program funding; however, there are other funding sources available for building and improving recreational trails such as the Recreation Trails Program through California State Parks. As part of this task, the Study Team will identify potential recreational trails projects in Inyo County, City of Bishop and on Tribal Lands that would improve recreational facilities. This could include rehabilitation of trails/trailhead facilities for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles as well as easement acquisition and educational programs.

The Study Team will update this chapter from the 2015 plan by consulting all the land management agencies in Inyo County. Discussions will include non-motorized trails, motorized Off-Highway Vehicle (OHV) trails as well as equestrian needs. Needed improvements to recreational trails will be included as a separate project list in the Draft ATP.

TASK 8: Prepare and Present Draft ATP

The Study Team will update the project lists from the 2015 ATP. Completed and no longer relevant projects will be deleted and new projects stemming from the existing conditions analysis and outreach will be added. The Study Team will review the project prioritization criteria from the 2015 ATP with ICLTC staff. These criteria will then be used to reprioritize active transportation projects. The resulting Draft List of Active Transportation Projects will be presented to stakeholders and the public as part of the on-site public workshop.

Input from public and stakeholders will be incorporated, and all the elements discussed above will be compiled into an Administrative Draft Plan for review and comment by ICLTC staff. Electronic files in both Microsoft Word and Adobe PDF format will be delivered. Hard copies will be available upon request.

- **Deliverable: Administrative Draft ATP**

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

- **Deliverable: Public Draft ATP**

TASK 9: Prepare Final ATP

A Final ATP will be prepared incorporating public and Caltrans comments, along with all electronic files on USB key in both native formats and Adobe PDF. We expect that this document can be adopted by the ICLTC without the need for a presentation by LSC.

- Deliverable: Final ATP

SCHEDULE

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

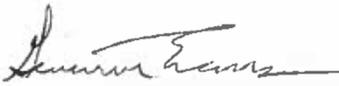
COST ESTIMATE

Estimated costs for the ATP update are displayed in Table 2. LSC proposes a total project cost of \$47,615. This includes one on-site workshop and one presentation (on-site or remote) of the Draft Plan at an ICLTC meeting.

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

▲ ▲ ▲

Respectfully submitted,
LSC TRANSPORTATION CONSULTANTS, INC.



Genevieve Evans, AICP
LSC Transportation Consultants, Inc.

Enclosure: Tables 1 and 2



TABLE 1: Proposed Schedule
Inyo County 2023 Active Transportation Plan

Phase	2022												2023												
	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December
Active Transportation Plan																									
Task 1: Kick-off Meeting	KO																								
Task 2: Existing Conditions																									
Task 3: Public/Stakeholder Participation																									
Task 4: Bicycle Element																									
Task 5: Pedestrian Element																									
Task 6: Safe Routes to School Element																									
Task 7: Recreational Trails Element																									
Task 8: Draft ATP																									
Task 9: Final RTP																									

Note: KO = Kick-off A = Administrative Draft ATP, P = Public Draft, F = Final ATP
 Presentation = ■, ★ = Public Workshop

TABLE 1: Cost Analysis

Inyo County 2023 Active Transportation Plan Update

	Personnel and Hourly Rates					Hours	Cost
	Principal-In	Project	Planner	Graphics	Clerical		
	Charge <i>Shaw</i>	Manager <i>Evans</i>	<i>Marmesh</i>	Support	Support		
Total Cost Per Hour	\$230.00	\$165.00	\$110.00	\$85.00	\$75.00		
<u>Active Transportation Plan</u>							
Task 1: Kick-off Meeting	0	4	2	0	0	6	\$880
Task 2: Existing Conditions	0	10	20	20	10	60	\$6,300
Task 3: Public/Stakeholder Participation	0	20	30	10	10	70	\$8,200
Task 4: Bicycle Element	0	10	15	15	0	40	\$4,575
Task 5: Pedestrian Element	0	10	15	15	0	40	\$4,575
Task 6: Safe Routes to School Element	0	10	25	20	0	55	\$6,100
Task 7: Recreational Trails Element	0	15	10	0	0	25	\$3,575
Task 8: Draft ATP	2	25	10	10	10	57	\$7,285
Task 9: Final RTP	2	20	5	5	10	42	\$5,485
Subtotal Hours	4	124	132	95	40	395	
Subtotal Personnel Cost	\$920	\$20,460	\$14,520	\$8,075	\$3,000		\$46,975
				<u>LSC Additional Expenses</u>			
				Travel			\$490
				Printing/Copying			\$50
				Phone/Postage/Delivery			\$100
				Subtotal: Other Expenses			\$640
				Total Study Costs			\$47,615



Action Item No. 5

Contract with CED



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
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Michael Errante
Executive Director

STAFF REPORT

MEETING: November 16, 2022
PREPARED BY: Justine Kokx, Transportation Planner
SUBJECT: Action Item No. 5

Action Item

Request that your Commission approve via Minute Order the contract in the amount of \$7,850 with the Center for Economic Development, extension of CSU Chico to prepare an Economic and Demographic Profile of Inyo County, with a specific focus on the demographics of local tribes and communities.

Discussion

Staff of the ICLTC have learned that several rural Transportation Commissions are utilizing the services of the Center for Economic Development to prepare economic and demographic profiles of their counties. The reports include extensive demographic, environmental, economic, social and industry data. Data and statistics from these reports can be used to improve the quality of grant applications, and to identify opportunities for infrastructure, and areas in need of resources. These profiles can serve as an information resource when applying for grants, preparing budgets, or when responding to inquiries. In 2018, Rural County Representatives of California (RCRC) funded the preparation of these reports for their member counties, including Inyo. Because information is updated and available at different times of the year, the data becomes obsolete very quickly. The Inyo County report contains data from 2012-2017 and is due to be updated. The ICLTC staff believes the cost would be justified because the community and tribe-based demographic data will directly benefit upcoming grant applications on behalf of tribes and local communities.

Recommended Action

Request your Commission approve the contract with the Center for Economic Development of CSU, Chico, to prepare an economic and demographic profile for Inyo County, with an emphasis on demographics by tribe and by community, and specifically to capture data related to the underserved or disadvantaged elements of these communities.

Attachments:

- 2018 Inyo County Economic and Demographic report
- Quote from Center for Economic Development

Center for Economic Development
Quote for Services – Inyo County Economic and Demographic Profile

Baseline Profile (includes 47 indicators and economic contributions of Tribal businesses) - \$6,000

Additional Indicators - \$1,850

- Disadvantaged Communities – county wide and breakdowns for specific areas
 - Bishop
 - Dixon Lane-Meadow Creek
 - West Bishop
 - Lone Pine
 - Big Pine
 - Independence
 - Olancha
 - Cartago
 - Tecopa
 - Shoshone
- Tribal Data:
 - Big Pine Paiute Tribe
 - Bishop Tribe
 - Timbi-Sha Shoshone Tribe
 - Fort Independence (Paiute)
 - Lone Pine
- Economic Contribution of Tourism/Recreation/Hospitality

Total Proposed Cost: \$7,850

Tentative Contract Dates: 2/1/2023 – 6/30/2023

Contact for questions:

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Melissa Kovacs: mkkovacs@csuchico.edu



2018



INYO COUNTY

Economic & Demographic Profile

Acknowledgments



Rural County Representatives of California

Economic Development Department

In partnership with

Golden State Finance Authority

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A full list of photo contributors can be found on page
57.



Center for Economic Development

California State University, Chico

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www.cedcal.com

Introduction

Welcome to the 2018 Inyo County Economic and Demographic Profile. This profile is designed to give community members access to economic and demographic data that are relevant to their county and local community. The data provided in this document can be used for grant writing, market analysis, promotional purposes, business planning, community planning, or simply to satisfy general curiosity.

This profile is organized to reflect five core sets of community characteristics: population, environment, economy, society, and industry. The data and information provided are the latest available as of April 1, 2018, and provide a ten-year history of change wherever data are available.

The document was produced by the Center for Economic Development, (CED) at California State University, Chico, in partnership with Rural County Representatives of California (RCRC). The CED specializes in providing the most recent, reliable, and relevant information for communities and businesses. For more information about the CED, please visit our website at www.cedcal.com.

The indicators in this document provide insights into different aspects of community, social, and economic well-being. While each indicator is presented individually in this document, it is important to note that most indicators share substantive connections with other reported data. We encourage readers to think about indicator linkages and how improvements in one indicator can have a positive or negative effect on others. By doing this, we can more effectively work to improve the quality of a community's environment, economy, and society.

The data presented in this year's profile series have been chosen by CED staff, in partnership with Rural County Representatives of California, based on the availability of valid and uniform indicators for all rural California counties from the U.S. Census Bureau and other data providers that are of interest to the general public. If you are looking for a specific piece of data on the county or any of its communities, please feel free to contact the Center for Economic Development at (530) 898-4598 and our research staff will gladly direct you to the most recent and reliable measure.

Can I copy the tables and charts in this report and insert them in my own documents?

Adobe Acrobat allows you to copy images and paste them into your own documents. If you are using Acrobat Reader version 10, go to the edit menu and select "Take a Snapshot." Click and drag to create a box around the graphic you wish to copy. Reader will copy the image in the box automatically. Simply paste the graphic in your word processor or graphic design software. If you want to improve the quality of the image, zoom in to the document in Acrobat at a level of at least 100 percent.

If you copy and paste images from this document, please be sure to include or cite the source of the data as indicated in the data tables. We also request that you credit the Center for Economic Development at CSU, Chico for providing the research and formatting, and our partner, Rural County Representatives of California, for making the document available to the public.



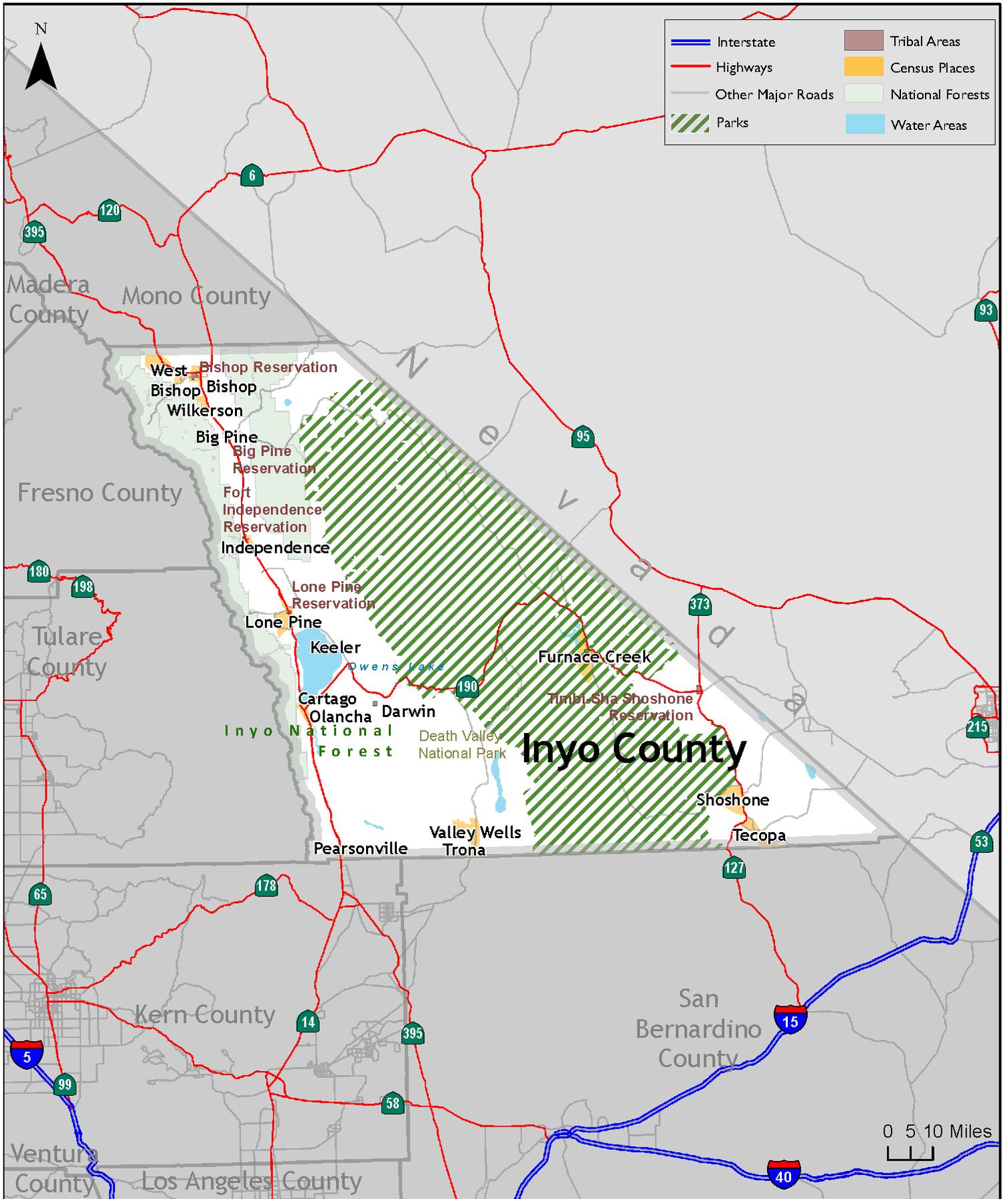


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DEMOGRAPHIC INDICATORS

This section presents basic demographic characteristics such as population, age, and ethnicity, which provide a framework from which most other community indicators are based.

Inyo County's population changed very little between 2008 and 2017, increasing only by 203 residents. The city of Bishop grew by 160 residents between 2008-2017, representing the majority of growth in Inyo County. Inyo County has generally experienced small natural increases in population between 2008 and 2017 with decreases only occurring in 2011 and 2017. Because net migration data are not available for Inyo County after 2010, all total change in population between 2011 and 2017 is only attributable to a natural increase or decrease. Between 2015 and 2016, the majority of Inyo County's in-migration came from nearby counties like Los Angeles, Mono and Kern. As with in-migration, the majority of Inyo County's out-migration primarily involved neighboring counties.

Between 2010 and 2016, Inyo County experienced its largest proportional population increases in those aged 18 to 24 years old (9 percent), those aged 65 to 74 years old (23 percent), and those aged 85 years and older (46 percent). In contrast, Inyo County saw its largest proportional population decreases in those aged 75 to 84 years old (7 percent), those aged 55 to 64 years old (8 percent) and those aged 5 to 17 years old (9 percent). In 2016, the largest proportion of Inyo County's population by age were those aged 40 to 54 years old (18 percent). Inyo County experienced its greatest proportional population gains in its Other/Multiracial, Hispanic/Latino, and American Indian populations (21 percent, 17 percent, and 6 percent, respectively). In contrast, the county experienced population declines in its Asian American and White populations (13 percent and 6 percent, respectively). In 2016, the greatest proportion of Inyo County's population by race/ethnicity were those who identified as White alone (64 percent).



In This Section:

Total Population	2
Components of Population Change	3
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Total Population

What is it?

Total population measures the number of people who consider the county to be their primary residence. It does not include those who reside in the county as a result of incarceration, or persons who reside in the county but do not consider it their primary residence. The data are estimated annually by the California Department of Finance and provide a point-in-time estimate for January 1 of each year.

How is it used?

Population represents a cumulative measurement of the size of the county's consumer market, labor availability, and the potential impact of human habitation on the environment. Population data provide the basis for many of the other indicators in this report.

Inyo County's population changed very little between 2008 and 2017, increasing only by 203 residents. Inyo county grew considerably slower than the rest of California from 2008-2017. The city of Bishop grew by 160 residents between 2008-2017, representing the majority of growth in Inyo County.

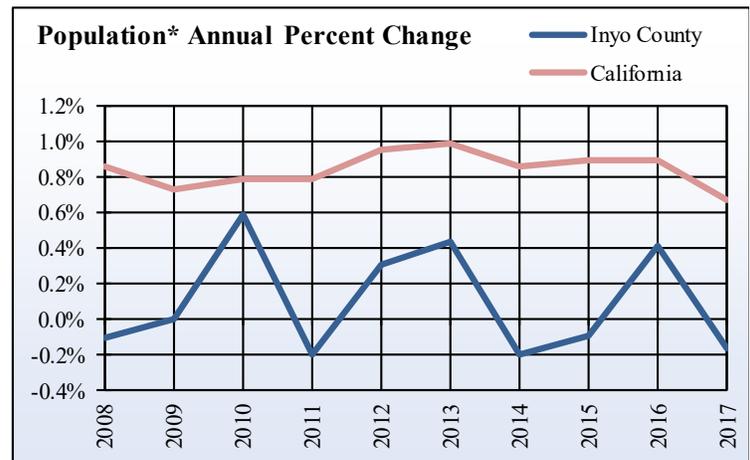
Total Population*, Inyo County

Year	Inyo County	1-year change	CA 1-year change
2008	18,416	-0.10%	0
2009	18,416	0.00%	0.73%
2010	18,525	0.59%	0.79%
2011	18,489	-0.19%	0.78%
2012	18,547	0.31%	0.95%
2013	18,627	0.43%	0.99%
2014	18,590	-0.20%	0.86%
2015	18,574	-0.09%	0.89%
2016	18,650	0.41%	0.90%
2017	18,619	-0.17%	0.68%

Source: California Department of Finance, Demographic Research Unit
 * Total population data do not include incarcerated individuals unless otherwise noted.



* Total population data do not include incarcerated individuals unless otherwise noted.



* Total population data do not include incarcerated individuals unless otherwise noted.

City Population, Inyo County

City	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Bishop	3,794	3,823	3,865	3,873	3,904	3,934	3,939	3,963	3,971	3,954

Source: California Department of Finance, Demographic Research Unit

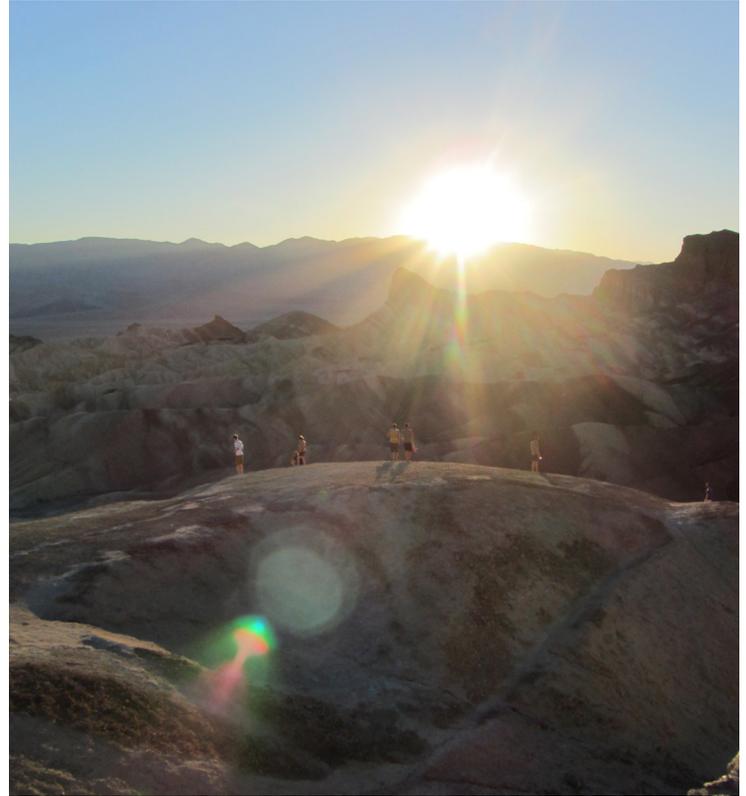
Components of Population Change

What is it?

Components of population change measure natural sources of population increase and decrease (i.e., births and deaths), as well as changes due to in-migration and out-migration. The California Department of Finance releases annual estimates on the number of births, deaths, and net migration both into and out of each county. The natural change in population is calculated by subtracting deaths from births. Any remaining change in population is due to net migration, which is calculated by subtracting the number of out-migrants from the number of in-migrants.

How is it used?

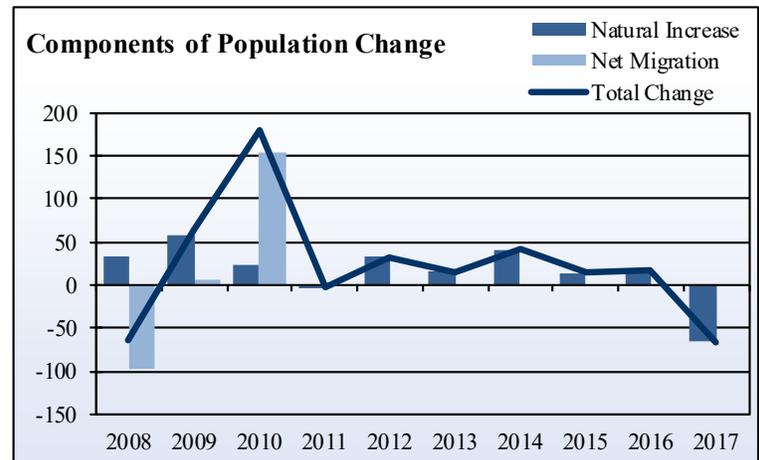
If population growth is primarily due to natural increase, then the county may be a place where many younger families are residing. If natural rate of change is negative (more deaths than births), then the population's age composition may be older. There are many potential motivations for people to move into or out of a county, such as employment opportunities, housing prices, and general quality of life. It should be noted that the components of population change data represent annual totals, while the total population data are a point-in-time measurement of population taken on January 1st of each calendar year. Because of this difference, the data reported in this section are not directly comparable to the population data presented on page two. Inyo County has generally experienced small natural increases in population between 2008 and 2017 with decreases only occurring in 2011 and 2017. The most significant natural decrease in population was seen in 2017. Because net migration data are not available for Inyo County after 2010, all total change in population between 2011 and 2017 is only attributable to a natural increase or decrease.



Components of Population Change, Inyo County

Year	Births	Deaths	Natural Increase	Net Migration	Total Change
2008	218	185	33	-97	-64
2009	246	188	58	7	65
2010	212	188	24	155	179
2011	193	196	-3	0	-3
2012	230	197	33	0	33
2013	212	196	16	0	16
2014	239	198	41	0	41
2015	197	183	14	0	14
2016	200	182	18	0	18
2017	182	248	-66	0	-66

Source: California Department of Public Health and California Department of Finance, Demographic Research Unit



Migration Patterns

What is it?

This indicator includes migration patterns between Inyo County and the ten counties with the highest numbers of in- and out-migrants. Data are collected from the Internal Revenue Service (IRS), and are based on income tax records for all available households. Migrations to and from group living quarters, such as college dormitories, nursing homes, or correctional institutions are not included.

How is it used?

Migration can indicate positive or negative changes in the economic, political, and social structure of an area based on the characteristics of the area from which the migrants originate. For example, some migration from urban to rural areas may be based upon the lower cost of housing outside of major urban centers, while rural to urban migrants are often seeking better job opportunities. Neighboring counties, as well as those with higher population totals, generally show the largest amount of migration activity. Migration between non-neighboring counties, particularly those that are geographically distant and/or socioeconomically quite distinct, may thus be worthy of further investigation.

Between 2015 and 2016, the majority of Inyo County's in-migration came from nearby counties like Los Angeles, Mono and Kern. As with in-migration, the majority of Inyo County's out-migration primarily involved neighboring counties. A significant number of Inyo County out-migrants moved out of state to nearby Washoe County (Reno) and Clark County (Las Vegas) in Nevada.



Top 5 In-Migration Counties, 2015-16, Inyo County

County	Number of In-Migrants
Los Angeles County	133
Mono County	100
Kern County	55
San Diego County	55
Orange County	28

Source: Internal Revenue Service

Top 7 Out-Migration Counties, 2015-16, Inyo County

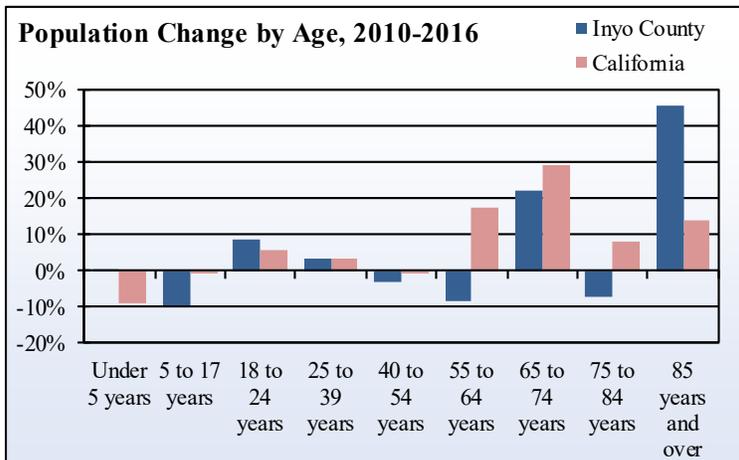
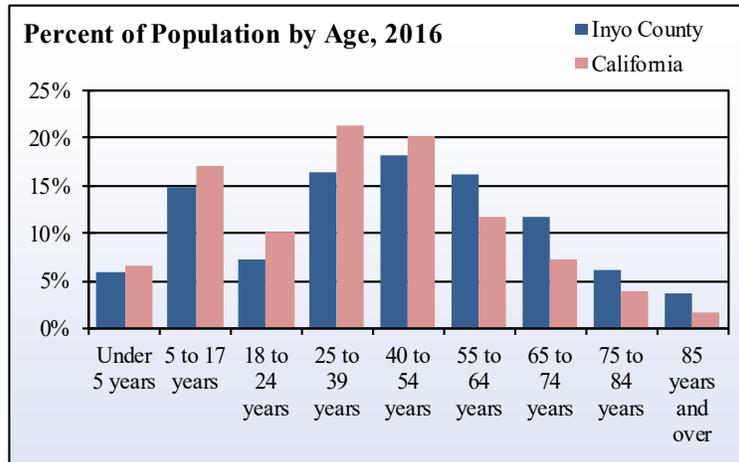
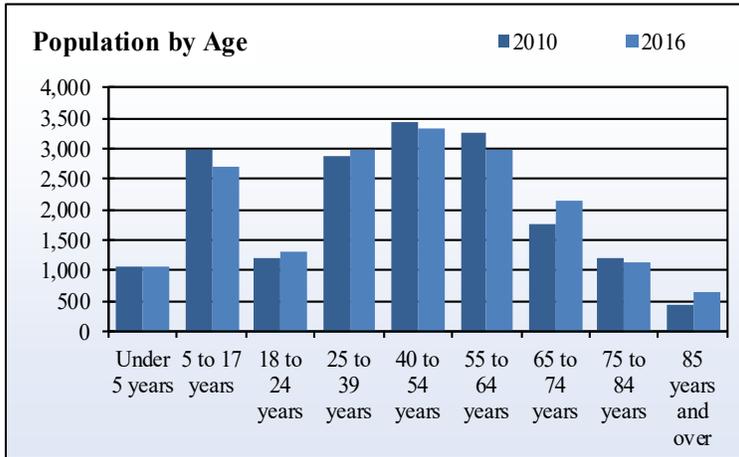
County	Number of Out-Migrants
Mono County	115
Kern County	63
Los Angeles County	62
Riverside County	38
Washoe County	34
San Diego County	33
Clark County	32

Source: Internal Revenue Service

Age Distribution

What is it?

Age distribution data provide the number of permanent residents who fall into a given age range and are measured on April 1 for each recorded year. Data are provided by American Community Survey five-year estimates. The earliest five-year estimates that are available are the 2010 estimates. Therefore, all analysis of change will be over the seven-year period from 2010 to 2016. These data include incarcerated individuals in total population counts.



How is it used?

Age distribution information is valuable to companies that target their marketing efforts on specific age groups. Age distribution data can be used to estimate school attendance, need for public services, and workforce projections. A growing young adult population, for instance, could indicate greater need for higher education and vocational training facilities, while a growing middle-aged population may signal the need for greater employment opportunities. An area with a significant proportion of population that is past retirement age will typically have less employment concerns but a greater need for medical and social service provision. Age distribution data can also be used in conjunction with the components of population change in order to create projections of future population growth. Between 2010 and 2016, Inyo County saw its largest proportional population increases in those aged 18 to 24 years old (9 percent), those aged 65 to 74 years old (23 percent), and those aged 85 years and older (46 percent). In contrast, Inyo County saw its largest proportional population decreases in those aged 75 to 84 years old (7 percent), those aged 55 to 64 years old (8 percent), and in those aged 5 to 17 years old (9 percent). In 2016, the largest proportion of Inyo County's population by age were those aged 40 to 54 years old (18 percent).

Population by Age, Inyo County

Age Range	2010	2016
Under 5 years	1,060	1,067
5 to 17 years	2,980	2,705
18 to 24 years	1,213	1,321
25 to 39 years	2,882	2,985
40 to 54 years	3,423	3,316
55 to 64 years	3,251	2,979
65 to 74 years	1,760	2,156
75 to 84 years	1,220	1,132
85 years and over	457	665

Source: U.S. Census Bureau, ACS 5-year Estimates

Population by Age Compared to California, Inyo County

Age Range	Percent of Total, 2016		2010 to 2016 7-year Change	
	County	California	County	California
Under 5 years	5.8%	6.5%	0.7%	-9.1%
5 to 17 Years	14.8%	17.2%	-9.2%	-0.7%
18 to 24 Years	7.2%	10.2%	8.9%	5.7%
25 to 39 Years	16.3%	21.4%	3.6%	3.7%
40 to 54 Years	18.1%	20.2%	-3.1%	-0.3%
55 to 64 Years	16.3%	11.6%	-8.4%	17.4%
65 to 74 Years	11.8%	7.3%	22.5%	29.5%
75 to 84 Years	6.2%	3.8%	-7.2%	7.9%
85 years and over	3.6%	1.8%	45.5%	13.9%

Source: U.S. Census Bureau, ACS, 5-year Estimates

Population by Race and Ethnicity

What is it?

Racial and ethnic identification is frequently a product of both collective assignment by others and individual assertion of a felt or claimed identity. It is important to note that both the Census and the American Community Survey measure an individual's race and ethnicity through self-identification rather than assignment by the interviewer. There are seven major racial/ethnic categories provided: American Indian, Asian, Black, Hispanic/Latino, Native Hawaiian/Pacific Islander, White, and Other/Multiracial. These data include incarcerated individuals in total population counts.

How is it used?

Data on population within racial and ethnic categories are often used by advertisers to target their marketing efforts toward particular groups and to estimate how profitable these efforts may be. Grant writers frequently use population data on racial and ethnic groups to secure funding for programs meant to address group-specific social conditions or inequalities. Government officials and political candidates also use population data on race and ethnicity in order to tailor their campaign messages to people who make claims to particular racial and ethnic identities. Between 2010 and 2016, Inyo County experienced its greatest proportional population gains in its Other/Multiracial, Hispanic/Latino, and American Indian populations (21 percent, 17 percent, and 6 percent, respectively). In contrast, the county experienced population declines in its Asian American and White populations (13 percent and 6 percent, respectively). In 2016, the greatest proportion of Inyo County's population by race/ethnicity were those who identified as White alone (64 percent).

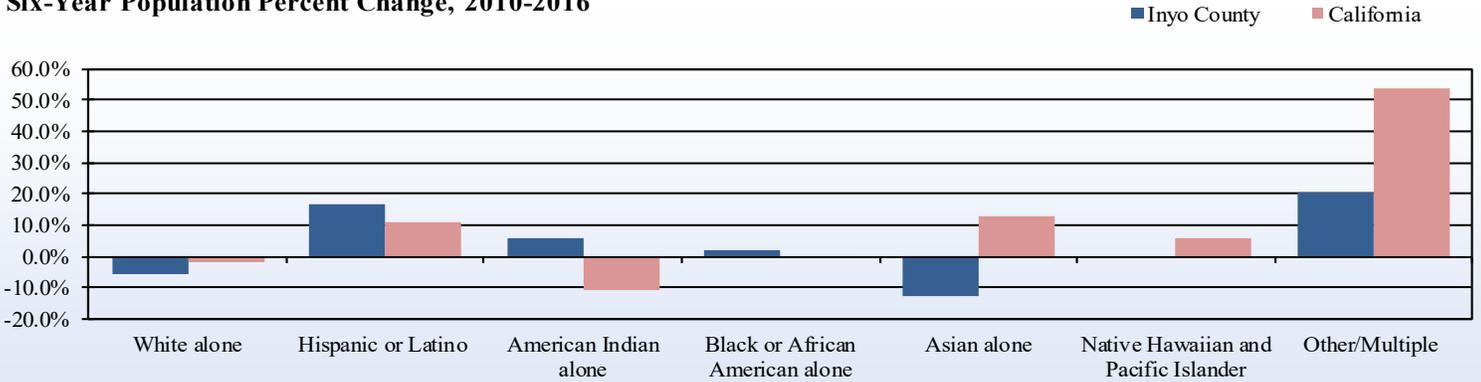


Population by Race/Ethnicity, Inyo County

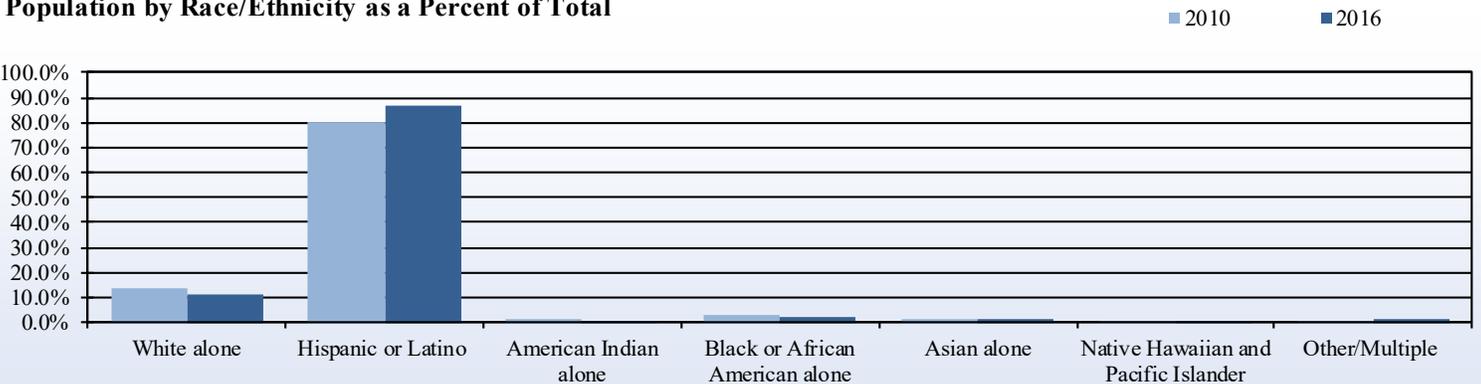
Race/Ethnicity	2010	2016	Percent of Total in 2016		2010 to 2016 7-year Change	
			County	California	County	California
White alone	12,442	11,733	64.0%	38.4%	-5.7%	-1.8%
Hispanic or Latino	3,310	3,867	21.1%	38.6%	16.8%	10.8%
American Indian alone	1,855	1,969	10.7%	0.4%	6.1%	-11.0%
Black or African American alone	176	179	1.0%	5.6%	1.7%	-0.3%
Asian alone	255	222	1.2%	13.7%	-12.9%	12.7%
Native Hawaiian and Pacific Islander	0	34	0.2%	0.4%	0.0%	5.7%
Other/Multiple	267	322	1.8%	3.1%	20.6%	53.5%

Source: U.S. Census Bureau, ACS 5-Year Estimates

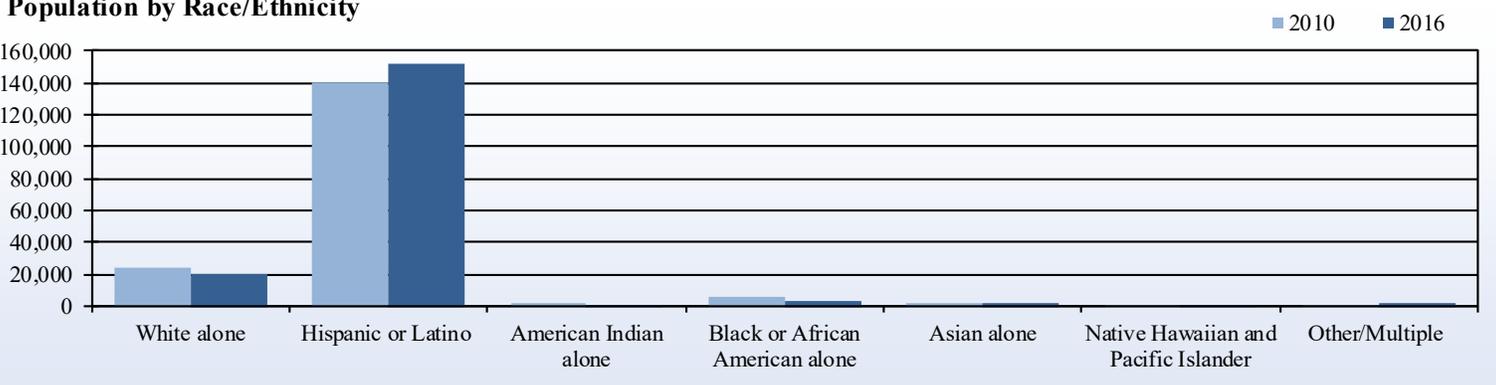
Six-Year Population Percent Change, 2010-2016



Population by Race/Ethnicity as a Percent of Total



Population by Race/Ethnicity

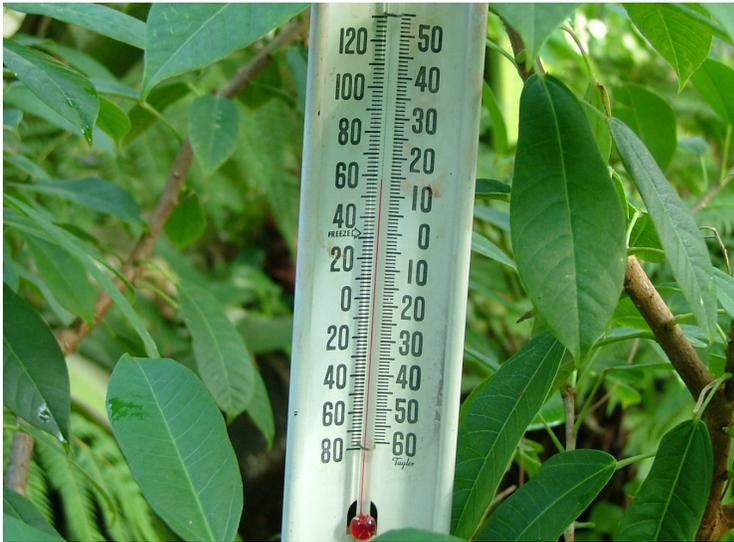


ENVIRONMENTAL INDICATORS

Environmental indicators describe the quality of the physical places with which humans interact and focus in particular on land, air, and water resources. These indicators are useful in identifying the potential impacts that a regional population may have on the natural environment around them.

The bulk of Inyo County’s population is clustered along the Highway 395 corridor between Pearsonville, Lone Pine, and Bishop. The amount of harvested acreage in Inyo County remained rather low between 2007 and 2014, likely due to these statistics not being reported.

Travel times to work in Inyo County seem to have converged increasingly into fairly short (5 to 14 minutes) or increasingly long (45 to 59 minutes, 90 or more minutes) travel times, with all other time ranges decreasing in frequency between 2010 and 2016. A majority of Inyo County residents (69 percent) drove alone to work in 2016, an additional 12 percent carpooled with others, and 8 percent walked to work. Between 2010 and 2016, the greatest proportional increase in frequency was seen in those who utilized public transportation (463 percent), while the greatest proportional decrease was seen in those who used a taxi, motorcycle, or other means of commuting (59 percent). Between 2006 and 2015, the number of workers commuting into Inyo County relative to the total jobs in the county has increased unsteadily and spiked considerably between 2011 and 2014 before declining in 2015. In contrast, the proportion of workers commuting out of the county relative to the employed local workforce declined unevenly after peaking in 2008, when over 50 percent of the local workforce was leaving the county for work.



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Land Area and Population Density

What is it?

Population density is determined by dividing a county's total non-incarcerated population by its land area in square miles. Population density data indicate how closely or loosely county residents are grouped together and are often functions of both total population and the characteristics of the built environment, such as the relative proportion of single- vs. multiple-family housing in a county.

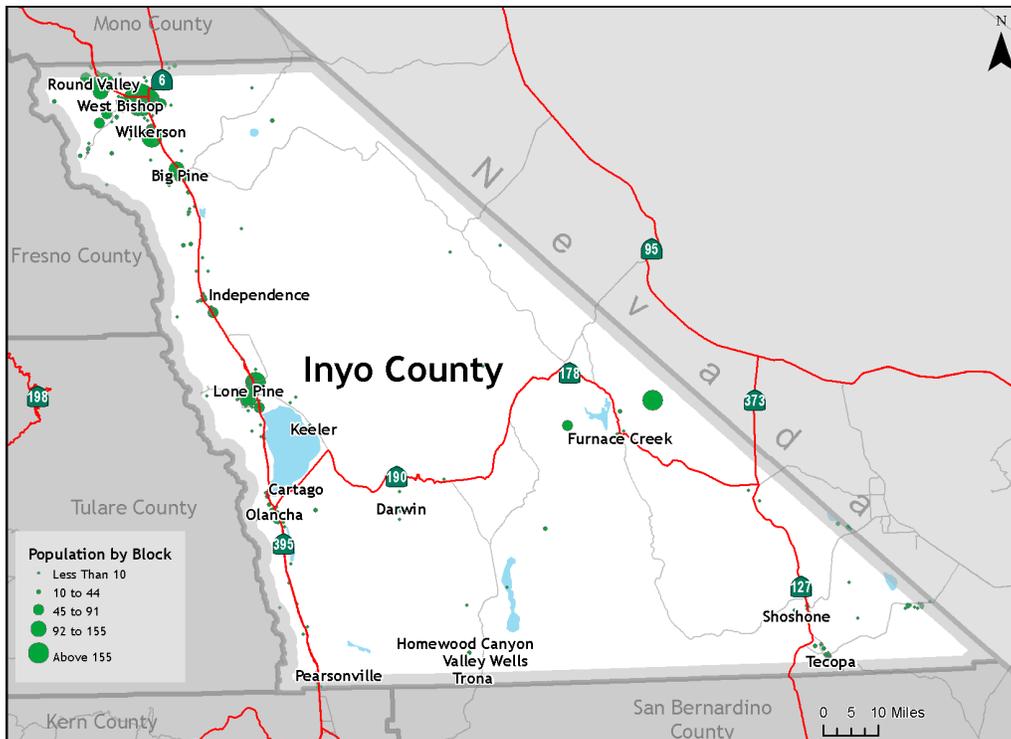
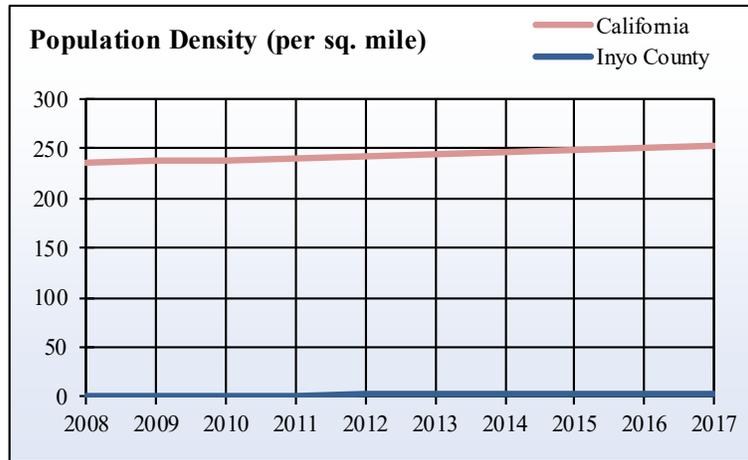
How is it used?

Population density data can be useful for municipal and regional planners who are developing infrastructural projects and wish to benefit from economies of scale. For example, areas with high population density would likely exhibit more frequent utilization of public transportation resources than areas with lower density and are also frequently more energy efficient. Population density data can be useful for businesses seeking to open a new location, as greater density generally implies greater demand for labor. Changes in population density can also help in the interpretation of migration patterns as people move into and out of particular cities and neighborhoods. As can be seen from the map below, the bulk of Inyo County's population is clustered along the Highway 395 corridor between Pearsonville, Lone Pine, and Bishop.

Land Area and Population Density, Inyo County

Year	Land Area (sq. miles)	Total Population	Population Density (per sq. mile)	
			County	State
2008	10,203	18,416	1.8	235.3
2009	10,203	18,416	1.8	237.0
2010	10,203	18,525	1.8	238.7
2011	10,203	18,489	1.8	240.0
2012	10,203	18,547	1.8	241.5
2013	10,203	18,573	1.8	243.4
2014	10,203	18,590	1.8	245.8
2015	10,203	18,574	1.8	248.2
2016	10,203	18,632	1.8	251.3
2017	10,203	18,619	1.8	253.4

Source: California Department of Finance



Harvested Acreage

What is it?

Harvested acreage reports the total amount of land that is used in any aspect of agricultural production as a proportion of a county's total land area. Data on harvested acreage are reported annually by individual County Agricultural Commissioners to the U.S. Department of Agriculture. Unfortunately, there is no consistent method for estimating harvested acreage from county to county or from year to year. However, commissioners are required to base their estimate on a local survey that is statistically representative of all agricultural producers in an area.

How is it used?

Agriculture is often a dominant land use in rural counties, and harvested acreage as a proportion of total land area can indicate the relative importance of agriculture to a local economy. In addition to being a major economic factor, agriculture can also form the basis for community and regional identity, as well as a factor when determining use policies for areas surrounding farmland.

The amount of harvested acreage in Inyo County remained rather low between 2007 and 2014, likely due to these statistics not being reported. In 2014, Inyo County experienced a massive increase of nearly 1,000,000 acres of harvested land. As of 2016, Inyo County's harvested acreage was used almost exclusively for animal pastures.

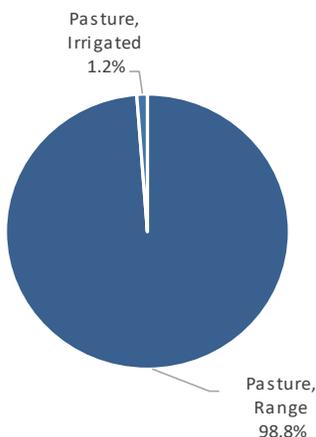


Total Crops Harvested Acreage, Inyo County

Crop	2016	Percent of Total
Pasture, Range	1,150,000	98.8%
Pasture, Irrigated	14,000	1.2%
Field Crops, Unspecified	280	0.0%
Nursery Products, Misc.	121	0.0%
Fruits & Nuts, Unspecified	35	0.0%
Vegetables, Unspecified	7	0.0%

Source: California Agricultural Statistics Service, California Department of Finance

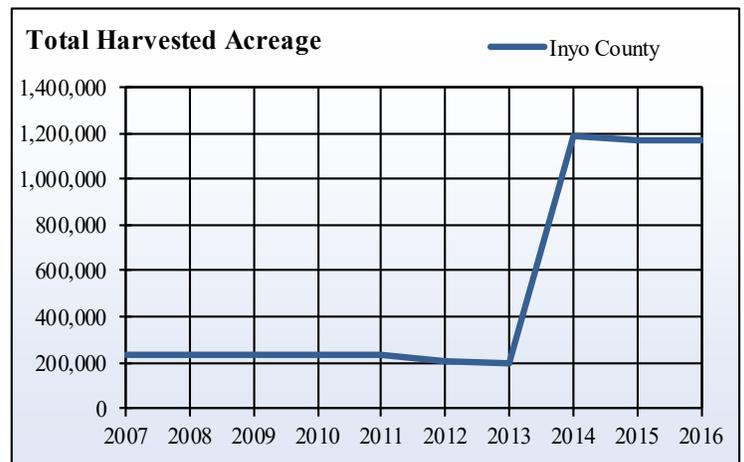
Top 2 Crops by Harvested Acreage, Inyo County



Total Harvested Acreage, Inyo County

Year	Total Acres Harvested	Percent of Total Land Area
2007	230,505	3.5%
2008	230,205	3.5%
2009	230,180	3.5%
2010	230,125	3.5%
2011	230,186	3.5%
2012	207,444	3.2%
2013	197,656	3.0%
2014	1,189,944	18.2%
2015	1,164,817	17.8%
2016	1,164,443	17.8%

Source: California Agricultural Statistics Service, California Department of Finance



Commute Patterns

What is it?

Commute pattern data assess the number of jobs in a county relative to its total labor force, as well as the proportion of workers who commute either into or out of the county for work. The U.S. Census Bureau's Longitudinal Employment and Household Dynamics data include all jobs reported to the IRS by businesses with social security numbers matched to the locations of residential tax returns to determine a worker's location.

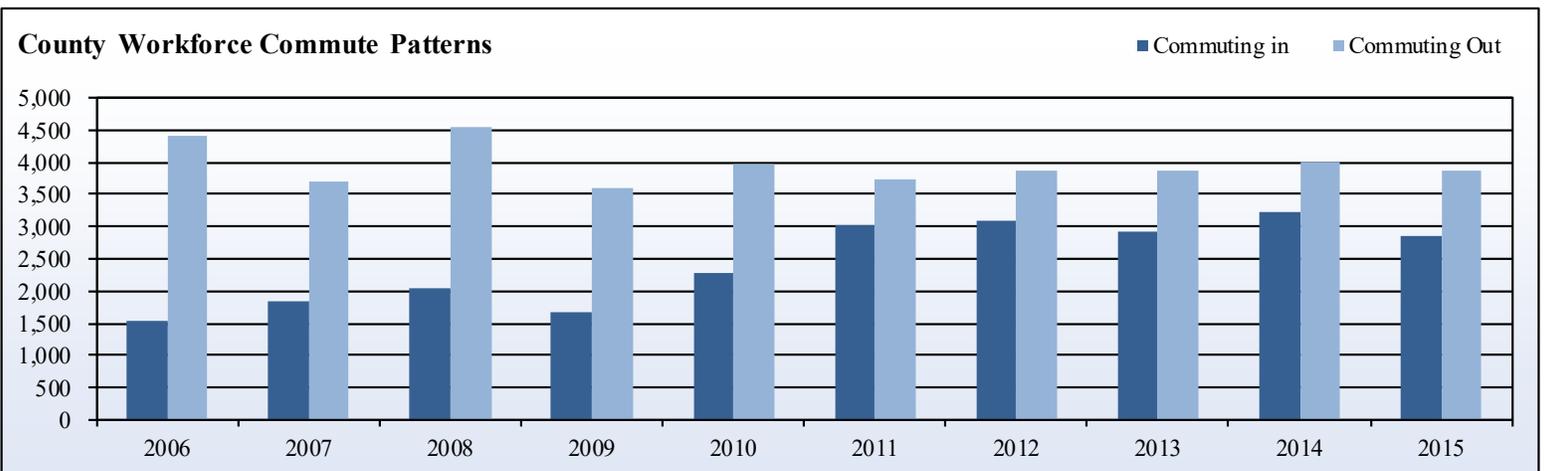
How is it used?

Commute pattern data are useful for estimating the ability of a county economy to meet the employment needs of its workforce. A larger proportion of workers commuting into the county from outside is indicative of a job surplus relative to labor force size; while, a larger proportion of workers commuting out may indicate that there are not enough jobs relative to labor force size. These data can also be used to estimate daytime population which is the number of people present in the county during normal business hours compared to the total (resident) population, and are often used by businesses in designing their marketing strategy for various products. Between 2006 and 2015, the number of workers commuting into Inyo County relative to the total jobs in the county has increased unsteadily and spiked considerably between 2011 and 2014 before declining in 2015. In contrast, the proportion of workers commuting out of the county relative to the employed local workforce declined unevenly after peaking in 2008, when over 50 percent of the local workforce was leaving the county for work. The number of workers commuting outside the county has remained greater than those commuting into the county for every year during this ten-year period.

Place of Work Patterns, Inyo County

Year	Jobs in County	Employed Local Workforce	Local Workforce Employed in County	Workforce Commuting In	Percent Commuting In	Workforce Commuting Out	Percent Commuting Out
2006	6,266	9,158	4,743	1,523	24.3 %	4,415	48.2 %
2007	6,196	8,074	4,367	1,829	29.5 %	3,707	45.9 %
2008	6,522	9,011	4,469	2,053	31.5 %	4,542	50.4 %
2009	6,356	8,266	4,670	1,686	26.5 %	3,596	43.5 %
2010	7,369	9,056	5,086	2,283	31.0 %	3,970	43.8 %
2011	7,471	8,189	4,460	3,011	40.3 %	3,729	45.5 %
2012	7,333	8,116	4,235	3,098	42.2 %	3,881	47.8 %
2013	7,290	8,255	4,370	2,920	40.1 %	3,885	47.1 %
2014	7,686	8,452	4,441	3,245	42.2 %	4,011	47.5 %
2015	7,533	8,537	4,676	2,857	37.9 %	3,861	45.2 %

Source: U.S. Census Bureau's Longitudinal Employment Data



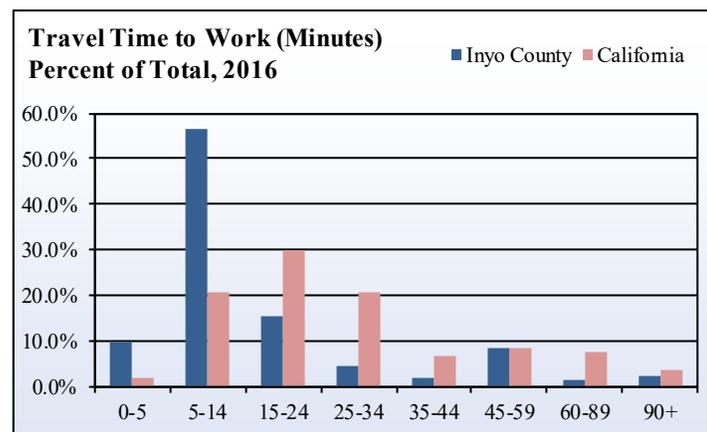
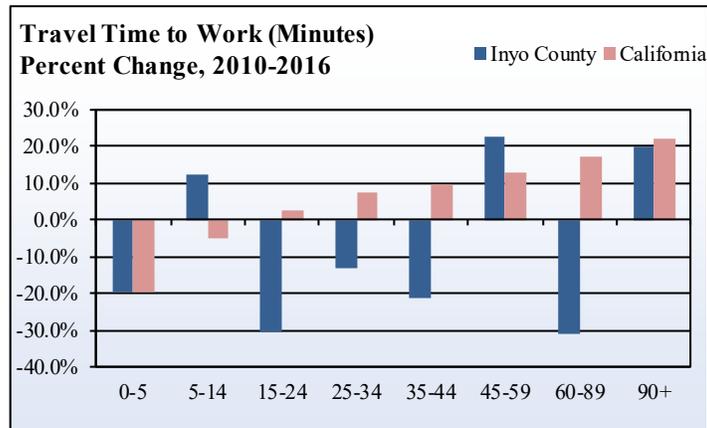
Travel Time to Work

What is it?

Travel time to work is the amount of time, in minutes, that a worker estimates it takes them to get to work on a normal workday. Travel time can be influenced by distance to work, traffic volume, and the means of transportation utilized (evaluated in the following indicator). Data are taken from the 2010-2016 American Community Survey and are reported as five-year estimates.

How is it used?

Increasing commute times often capture the push-pull dynamic between wages and housing costs, as well-paying jobs become increasingly concentrated in urban centers that also frequently have higher costs of living. Workers who wish to earn higher wages but want to maintain a lower cost of living may therefore choose to commute longer distances. Longer commute times may also indicate the need for improvements to transportation infrastructure, such as more accessible public transportation resources or expansion of roads to reduce highway traffic. Conversely, shorter commute times may indicate that wages and housing costs are in better alignment or that transportation infrastructure is sufficient for the local labor force. Travel times to work in Inyo County seem to have converged increasingly into fairly short (5 to 14 minutes) or increasingly long (45 to 59 minutes, 90 or more minutes) travel times, with all other time ranges decreasing in frequency between 2010 and 2016. In 2016, the greatest proportion of Inyo County residents (57 percent) traveled between 5 and 14 minutes to work.



Travel Time to Work, Inyo County

Travel Time to Work	2010	2016	Percent of Total in 2016		Change from 2010 to 2016	
			County	California	County	California
Less than 5 minutes	938	753	9.7%	1.9%	-19.7%	-19.5%
5 to 14 minutes	3,917	4,391	56.5%	20.8%	12.1%	-5.1%
15 to 24 minutes	1,713	1,188	15.3%	29.7%	-30.6%	2.4%
25 to 34 minutes	391	339	4.4%	20.9%	-13.3%	7.5%
35 to 44 minutes	175	138	1.8%	6.8%	-21.1%	9.5%
45 to 59 minutes	540	662	8.5%	8.5%	22.6%	12.6%
60 to 89 minutes	185	127	1.6%	7.8%	-31.4%	16.8%
90 or more minutes	142	170	2.2%	3.6%	19.7%	21.7%
Total not working at home	8,001	7,768	100.0%	100.0%	-2.9%	4.0%

Source: U.S. Census Bureau, 2010 and 2016, ACS 5-year estimates

Means of Transportation to Work

What is it?

Means of transportation to work is the type of vehicle or mode of transportation most frequently used to get from home to work in an average workday. As with travel time, this indicator is measured through individual self-reports in the American Community Survey, and workers are asked to report the mode of travel most frequently used in the previous week. The data reported here are five-year estimates.



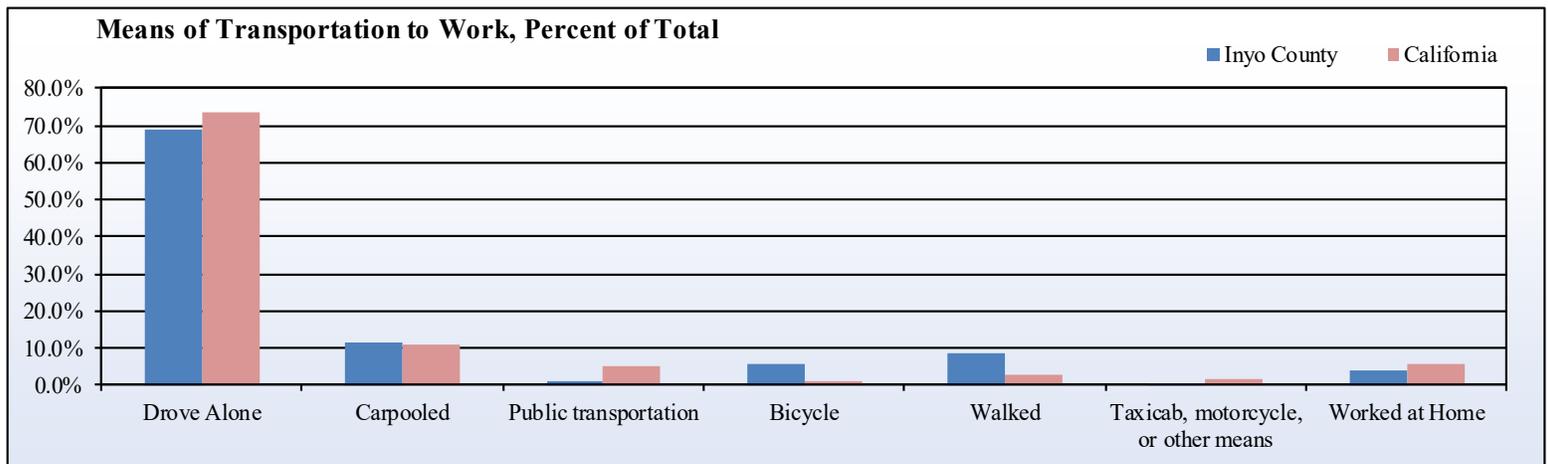
How is it used?

The most frequently utilized means of transportation to work may indicate how accessible or feasible certain modes of transportation are for a county's labor force. This indicator is especially useful when assessed alongside travel times to work and can be helpful for county and municipal planners in the development of public transportation resources, bike paths, and other transportation infrastructure. A majority of Inyo County residents (69 percent) drove alone to work in 2016, an additional 12 percent carpooled with others, and 8 percent walked to work. It should be noted that the proportions of workers carpooling, bicycling, or walking to work are each somewhat higher than those for the rest of the state of California in 2016. Between 2010 and 2016, the greatest proportional increase in frequency was seen in those who utilized public transportation (463 percent), while the greatest proportional decrease was seen in those who used a taxi, motorcycle, or other means of commuting (59 percent).

Means of Transportation to Work, Inyo County

Means of Transportation	Inyo County		Percent of Total in 2016		Change from 2010 to 2016	
	2010	2016	County	California	County	California
Drove Alone	5,909	5,576	69.0%	73.5%	-5.6%	6.4%
Carpooled	1,258	931	11.5%	10.6%	-26.0%	-5.9%
Public transportation	16	90	1.1%	5.2%	462.5%	7.2%
Bicycle	257	455	5.6%	1.1%	77.0%	24.9%
Walked	453	672	8.3%	2.7%	48.3%	2.9%
Taxicab, motorcycle, or other means	108	44	0.5%	1.4%	-59.3%	14.0%
Worked at Home	441	319	3.9%	5.4%	-27.7%	16.0%
Total	8,442	8,087	100.0%	100.0%	-4.2%	5.7%

Source: U.S. Census Bureau, 2009 and 2016, ACS 5-year estimates





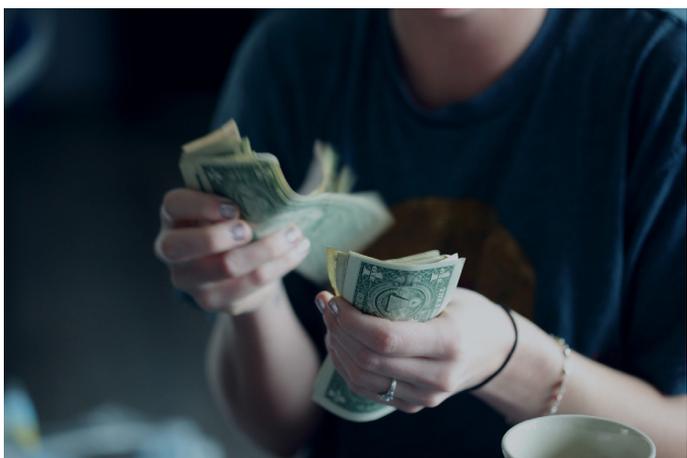
ECONOMIC INDICATORS

Economic indicators provide valuable insight into the relative availability of financial and employment resources for a county population, as well as the growth or decline of wages in particular industries and the average cost of housing.

Inyo County's labor force fluctuated between 2007 and 2016, but ultimately experienced only a 1 percent increase by 2016. Employment in Inyo County experienced an overall decrease between 2010 and 2016, after exhibiting a marked increase between 2008 and 2010. Conversely, unemployment in Inyo County increased steadily between 2007 and 2010, before entering a period of steady decline from 2011-2016. Inyo County experienced only small seasonal changes in employment. Employment levels were generally at their highest in June through September, and at their lowest levels in November through March. Average unemployment was highest in January at 8.4 percent, and at a low of 7.1 percent in September.



Nominal personal and per capita income in Inyo County grew steadily between 2007-2016 with the exception of 2014 when both experienced a slight decline. The primary components of personal income in Inyo County are work earnings, dividends, interest, rent, and medical benefits. A significantly larger portion of Inyo County's personal income derived from medical benefits when compared to the statewide average. Aside from a temporary dip in 2009, median household income in Inyo County increased steadily between 2007 and 2016. Overall, median household income in Inyo County increased by nearly 14 percent between 2007 and 2016. The poverty rate in Inyo County fluctuated considerably between 2007 and 2016, reaching its lowest rate (11.4 percent) in 2007 and its highest rate (15.7 percent) in 2013. Despite this considerable fluctuation, Inyo County's poverty rate remained consistently lower than the statewide rate between 2007 and 2016.



In 2016, Inyo County's utilities, government and accommodation/food service sectors were disproportionately larger than the statewide average. Conversely, Inyo County's information, finance/insurance and transportation/warehousing sectors were disproportionately smaller than the statewide average. In 2016, over 50 percent of Inyo County's reported earnings derived from either the government or manufacturing sectors. The percentage of Inyo County's total earnings derived from these sectors were substantially larger than the statewide average, while total earnings derived from the information, finance/insurance and professional/scientific/technical services sectors were exceedingly less substantial than the statewide average.

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Labor Force

What is it?

The labor force is the number of people living in the county who are considered willing and able to work. This is operationally defined by the California Employment Development Department as all individuals over the age of 16 who are either currently working or currently receiving unemployment benefits (which requires one to be actively seeking work). Therefore, changes in both employment and unemployment levels affect labor force size. Individuals who are unemployed and are no longer actively seeking work are considered discouraged workers and are not included in labor force estimates. The data are provided as annual averages of monthly estimates from the California Employment Development Department.

How is it used?

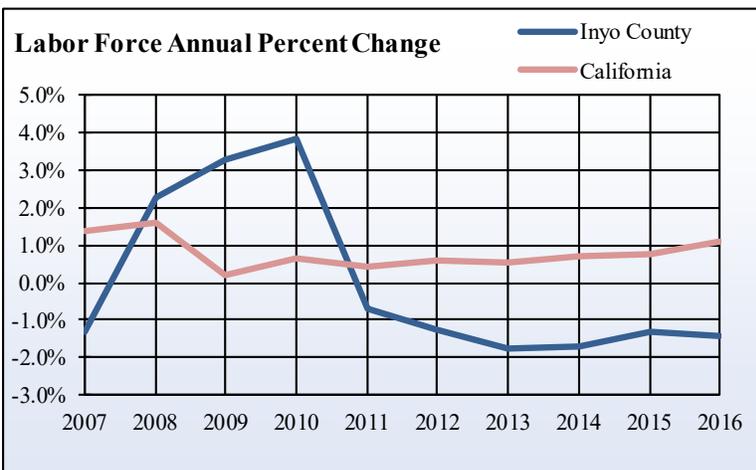
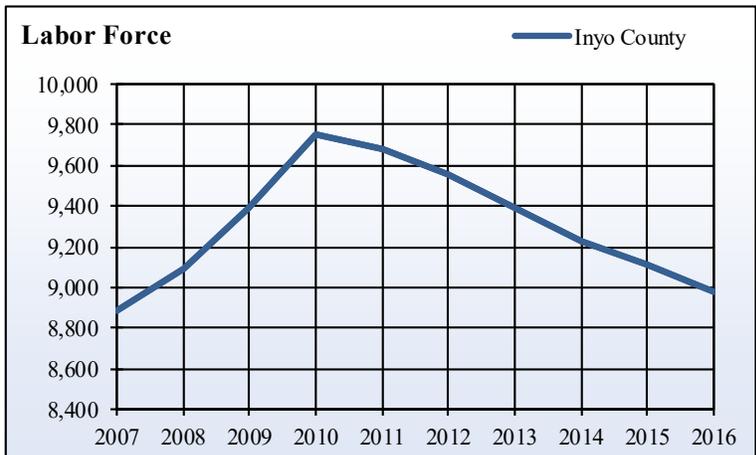
Labor force size is a useful indicator of the overall employment potential for a county. However, because labor force is an aggregate measure of both employment and unemployment, it is often necessary to interpret increases or declines in labor force size alongside these constitutive measures. Because discouraged workers are not included in labor force counts, these data can also be compared to the distribution of a county population by age in order to identify the number of people of working age (16-65) who are not in a county's workforce.

Inyo County's labor force fluctuated between 2007 and 2016, but ultimately experienced only a 1 percent increase by 2016. Inyo County's labor force was at its highest in 2010, and its lowest in 2007.

Total Labor Force, Inyo County

Year	Labor Force		1-Year Change	
	County	State	County	State
2007	8,890	17,893,100	-1.3%	1.4%
2008	9,090	18,178,100	2.2%	1.6%
2009	9,390	18,215,100	3.3%	0.2%
2010	9,750	18,336,300	3.8%	0.7%
2011	9,680	18,415,100	-0.7%	0.4%
2012	9,560	18,523,800	-1.2%	0.6%
2013	9,390	18,624,300	-1.8%	0.5%
2014	9,230	18,755,000	-1.7%	0.7%
2015	9,110	18,893,200	-1.3%	0.7%
2016	8,980	19,102,700	-1.4%	1.1%

Source: California Employment Development Department, Labor Market Information Division



Employment

What is it?

Employment data are reported by the California Employment Development Department and represent a count of all individuals who either worked at least one hour for a wage or salary, were self-employed, or worked at least 15 unpaid hours in a family business or on a family farm, during the reference week of the previous month in the survey questionnaire. The reference week is usually the week containing the 12th day of the previous month. Annual employment data are the averages of these monthly survey totals. Individuals who were on vacation, on other kinds of leave, or involved in a labor dispute are also counted as employed.

How is it used?

Employment is a primary indicator of the economic situation for workers in a county. Increasing employment means more potential jobs for workers; workers will generally have an easier time finding work in counties with higher employment totals. This is a primary indicator of the health of the economy as the unemployment rate is affected by labor force shifts.

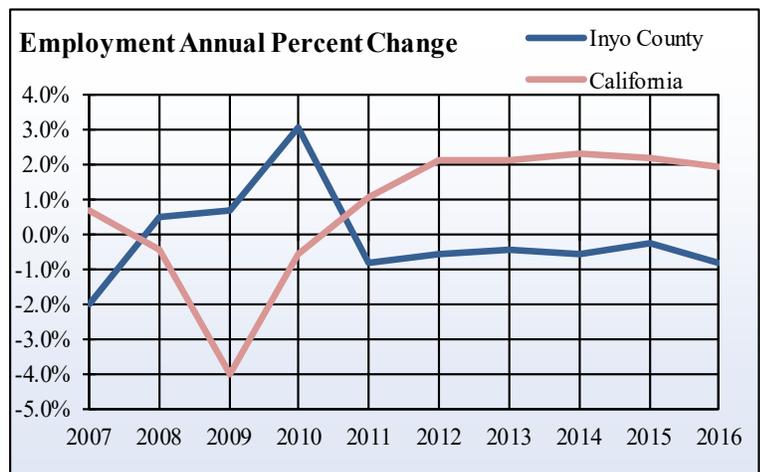
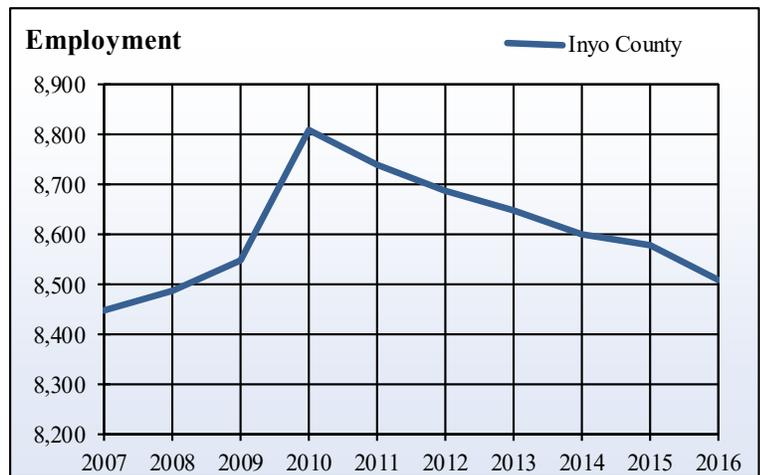
Employment in Inyo County experienced an overall decrease between 2007 and 2016, after exhibiting a marked increase between 2008 and 2010. Employment in Inyo was at its highest in 2010 and lowest in 2007. Overall, employment in Inyo County increased by only 60 individuals in aggregate by 2016.



Total Employment, Inyo County

Year	Employed		1-Year Change	
	County	State	County	State
2007	8,450	16,931,600	-1.7%	0.8%
2008	8,490	16,854,500	0.5%	-0.5%
2009	8,550	16,182,600	0.7%	-4.0%
2010	8,810	16,091,900	3.0%	-0.6%
2011	8,740	16,258,100	-0.8%	1.0%
2012	8,690	16,602,700	-0.6%	2.1%
2013	8,660	16,958,700	-0.3%	2.1%
2014	8,600	17,348,600	-0.7%	2.3%
2015	8,580	17,723,300	-0.2%	2.2%
2016	8,510	18,065,000	-0.8%	1.9%

Source: California Employment Development Department, Labor Market Information Division



Unemployment

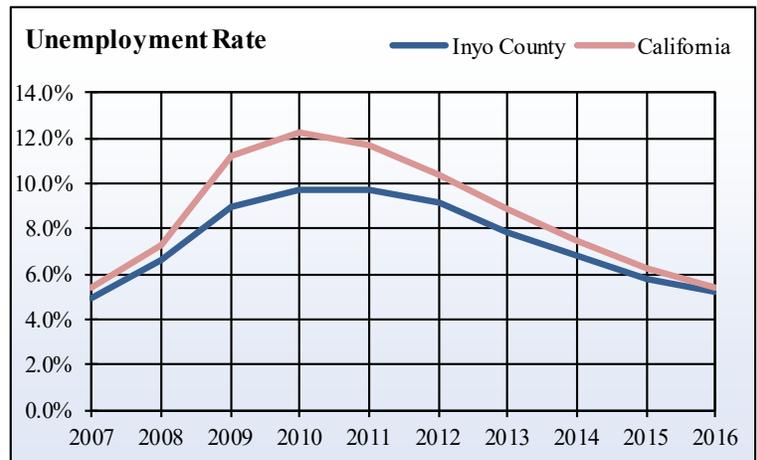
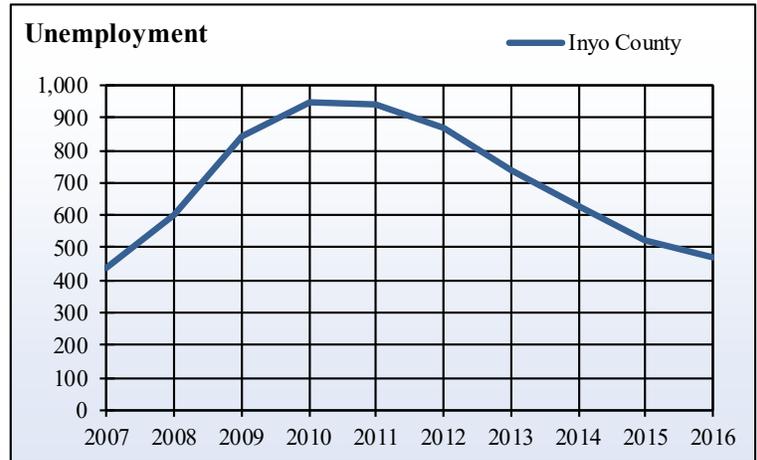
What is it?

Unemployment data are counts of the estimated number of people who are actively seeking work, are not working at least one hour per week for pay, and who are not self-employed. The data are reported by the California Employment Development Department (EDD) from data collected by the U.S. Current Population Survey (CPS). It is important to note that unemployment data do not include individuals who are not actively seeking work and thus no longer qualify for unemployment benefits, and thus represent an inexact estimation of the total unemployed population.

How is it used?

Although unemployment levels are often used as a primary measure of economic health, it is perhaps more accurate to view them as an indicator of recent economic disruptions than a holistic indicator of growth or decline, due to its direct connection to unemployment benefits provision. Sustained high unemployment rates typically indicate the presence of structural economic and/or social issues within the community, although what is considered "high" may vary from one community to the next.

Unemployment in Inyo County increased steadily between 2007 and 2010, before entering a period of steady decline from 2011-2016. Overall, the number of unemployed individuals in Inyo County increased by only 30 individuals from 2007 to 2016.



Total Unemployment, Inyo County

Year	County Unemployed	Unemployment Rate		1-Year Change	
		County	State	County	State
2007	440	4.9%	5.4%	7.3%	11.2%
2008	600	6.6%	7.3%	36.4%	37.7%
2009	840	9.0%	11.2%	40.0%	53.6%
2010	950	9.7%	12.2%	13.1%	10.4%
2011	940	9.7%	11.7%	-1.1%	-3.9%
2012	870	9.1%	10.4%	-7.4%	-10.9%
2013	740	7.8%	8.9%	-14.9%	-13.3%
2014	630	6.8%	7.5%	-14.9%	-15.6%
2015	520	5.8%	6.2%	-17.5%	-16.8%
2016	470	5.2%	5.4%	-9.6%	-11.3%

Source: California Employment Development Department, Labor Market Information Division

Seasonal Employment

What is it?

Seasonal employment data are calculated using the monthly employment counts provided by the California Employment Development Department as discussed in the previous indicator. Instead of calculating average employment for each year, the average for each month in the range of years is calculated. As with the previous employment indicator, employment status is determined by whether or not one is employed during the week that includes the 12th day of the previous month. The mid-month period is used because it is less sensitive to changes in the overall business climate and thus more representative of average month-to-month conditions.

How is it used?

Average monthly labor statistics are used to evaluate seasonal trends in employment and can be used by area business associations and chambers of commerce to coordinate local events and business marketing campaigns. Areas that are economically dependent on agriculture, forestry, or seasonal recreation tend to experience greater fluctuations in employment over the course of the year that are obscured by annual averages. The employment differential between low- and high-employment months can be used to evaluate the relative degree to which an economy is dependent upon seasonal employment. Many seasonal employees locate temporarily and leave during the off-season, but some remain year-round and are unemployed during this period.

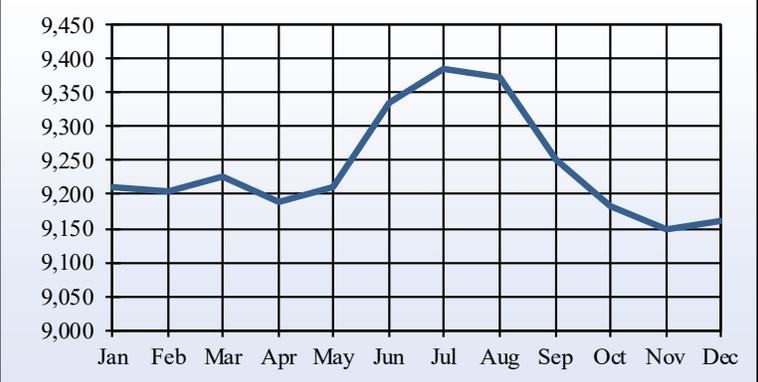
Between 2007 and 2016, Inyo County experienced only small seasonal changes in employment. Employment levels were generally at their highest in June through September, and at their lowest levels in November through March. Average unemployment was highest in January at 8.4 percent, and at a low of 7.1 percent in September.

Average Monthly Labor Statistics, Inyo County, 2007-2016

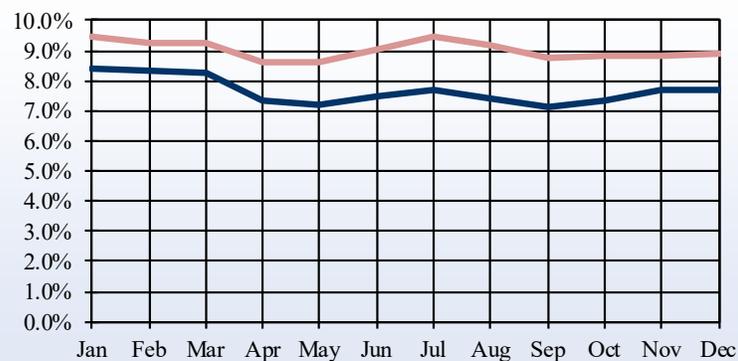
Month	Labor Force	Employed	Unemployed	Unemp. Rate
Jan	9,212	8,438	774	8.4%
Feb	9,204	8,438	765	8.3%
Mar	9,227	8,467	759	8.2%
April	9,190	8,515	677	7.4%
May	9,212	8,548	666	7.2%
Jun	9,334	8,636	698	7.5%
Jul	9,385	8,664	723	7.7%
Aug	9,374	8,685	692	7.4%
Sep	9,250	8,596	657	7.1%
Oct	9,182	8,510	673	7.3%
Nov	9,148	8,447	702	7.7%
Dec	9,162	8,462	703	7.7%

Source: California Employment Development Department, Labor Market Information Division

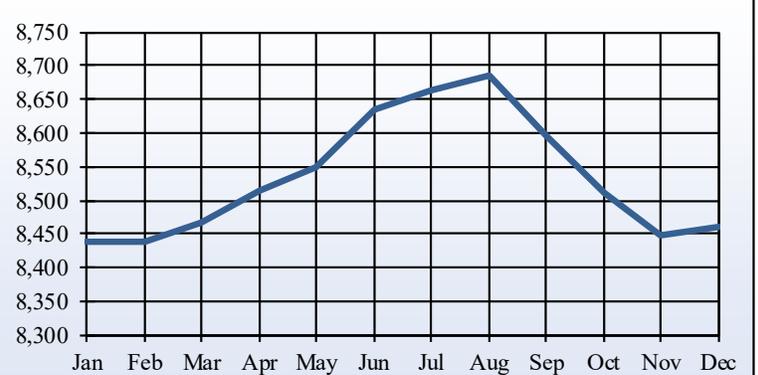
Average Monthly Labor Force, 2007-2016



Average Monthly Unemployment Rate, 2007-2016



Average Monthly Employment, 2007-2016



Jobs by Industry

What is it?

Published by the U.S. Department of Commerce's Bureau of Economic Analysis (BEA), this indicator measures the number of jobs in a county within major industry sectors, regardless of whether or not the workers are themselves county residents. Because the BEA uses business tax returns to identify jobs within each industry, a worker who changed their workplace over the course of the year would be counted twice; once for each business's tax return. Self-employed proprietors and members of business partnerships are also included in jobs by industry data, meaning that someone who owns their own business but also works for another employer would also be counted twice. Unpaid family care workers and volunteers are not included.

How is it used?

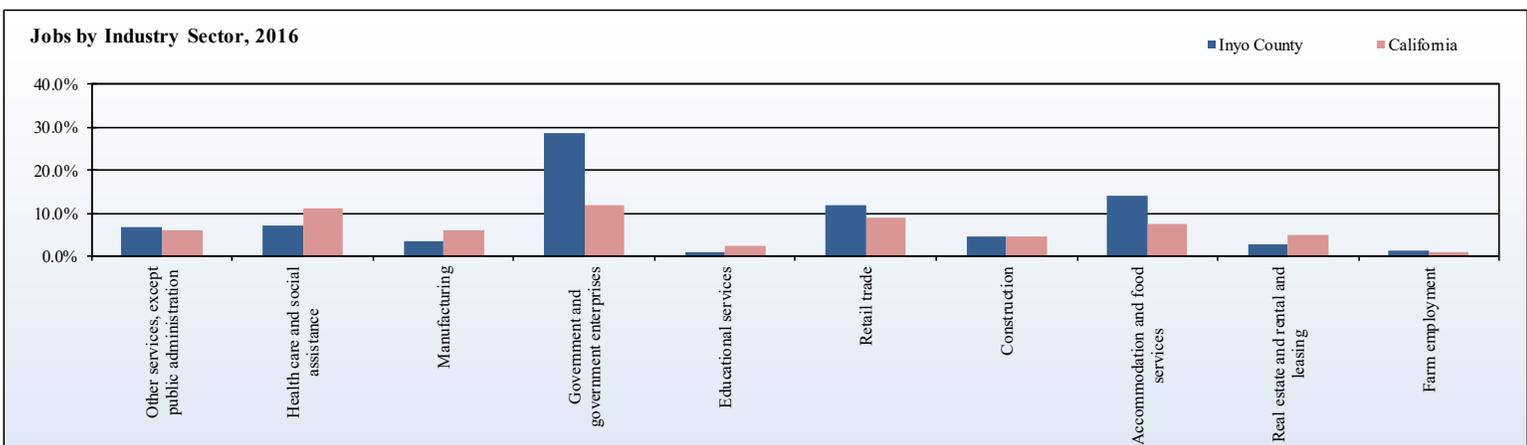
Jobs by industry is a useful measure of the economic diversity and potential resilience of the local economy, and is thus of great utility to local chambers of commerce and economic development organizations. A county with a large proportion of its jobs concentrated in a few industry sectors may be more susceptible to a recession or economic downturn than one with a more diversified economy.

In 2016, Inyo County's utilities, government, and accommodation/food service sectors were disproportionately larger than the statewide average. Conversely, Inyo County's information, finance/insurance and transportation/warehousing sectors were disproportionately smaller than the statewide average. Government and government enterprises account for almost 29 percent of total employment in 2016, followed by accommodation and food services (14 percent) and retail trade (12 percent).

Jobs by Industry, Inyo County, 2016

Industry	Inyo County	County Percent of Total	California Percent of Total
Farm employment	132	1.2%	1.0%
Forestry, fishing, and related activities	(D)	0.0%	1.1%
Mining	(D)	0.0%	0.3%
Utilities	246	2.3%	0.3%
Construction	485	4.6%	4.7%
Manufacturing	362	3.4%	6.1%
Wholesale trade	168	1.6%	3.8%
Retail trade	1,256	11.8%	9.1%
Transportation and warehousing	108	1.0%	3.8%
Information	69	0.6%	2.6%
Finance and insurance	206	1.9%	4.4%
Real estate, rental, and leasing	314	3.0%	5.0%
Professional, scientific, and technical services	423	4.0%	8.6%
Management of companies and enterprises	(D)	0.0%	1.1%
Administrative and waste services	(D)	0.0%	6.4%
Educational services	119	1.1%	2.3%
Health care and social assistance	768	7.2%	11.2%
Arts, entertainment, and recreation	228	2.1%	2.8%
Accommodation and food services	1,515	14.3%	7.5%
Other services, except public administration	708	6.7%	6.2%
Government and government enterprises	3,062	28.8%	11.8%
Sum of withheld "(D)" values	449	4.2%	n/a
Total Jobs	10,618	100.0%	100.0%

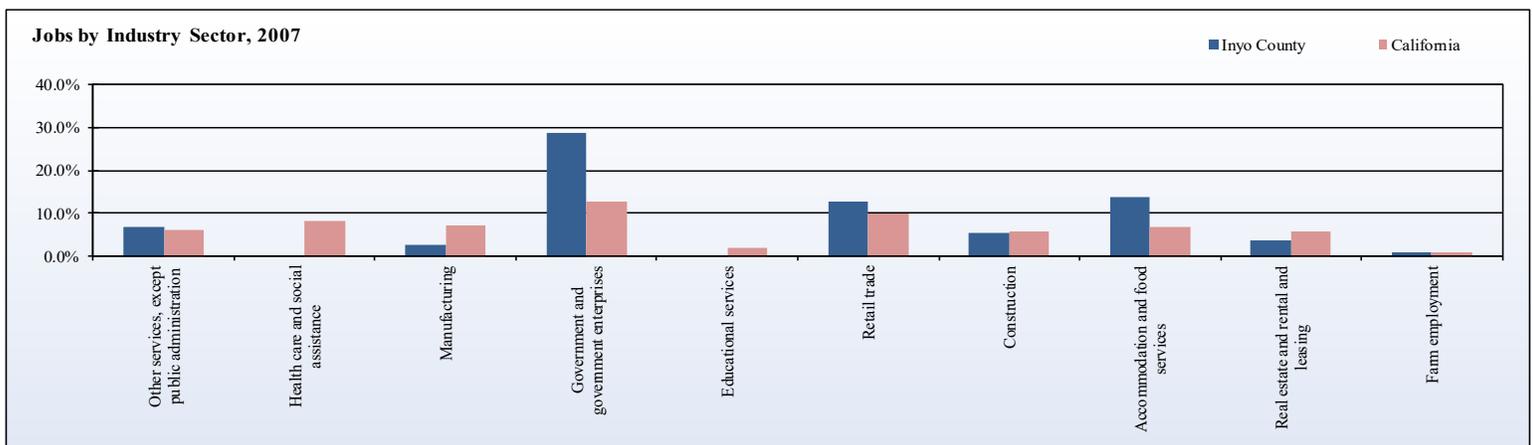
Source: California Employment Development Department, Labor Market Information Division



Jobs by Industry, Inyo County, 2007

Industry	Inyo County	County Percent of Total	California Percent of Total
Farm employment	102	1.0%	1.1%
Forestry, fishing, and related activities	34	0.3%	1.0%
Mining	25	n/a	0.2%
Utilities	163	1.5%	0.3%
Construction	588	5.6%	5.9%
Manufacturing	274	2.6%	7.4%
Wholesale trade	109	1.0%	3.8%
Retail trade	1,359	12.8%	10.1%
Transportation and warehousing	110	1.0%	2.9%
Information	243	2.3%	2.7%
Finance and insurance	181	1.7%	4.6%
Real estate, rental, and leasing	408	3.9%	5.7%
Professional, scientific, and technical services	(D)	0.0%	8.3%
Management of companies and enterprises	(D)	0.0%	1.0%
Administrative and waste services	349	3.3%	6.4%
Educational services	(D)	0.0%	1.9%
Health care and social assistance	(D)	0.0%	8.4%
Arts, entertainment, and recreation	192	1.8%	2.5%
Accommodation and food services	1,454	13.7%	6.8%
Other services, except public administration	719	6.8%	6.0%
Government and government enterprises	3,048	28.8%	12.9%
Sum of withheld "(D)" values	1,230	11.6%	n/a
Total Jobs	10,588	100.0%	100.0%

Source: California Employment Development Department, Labor Market Information Division



Total Personal Income

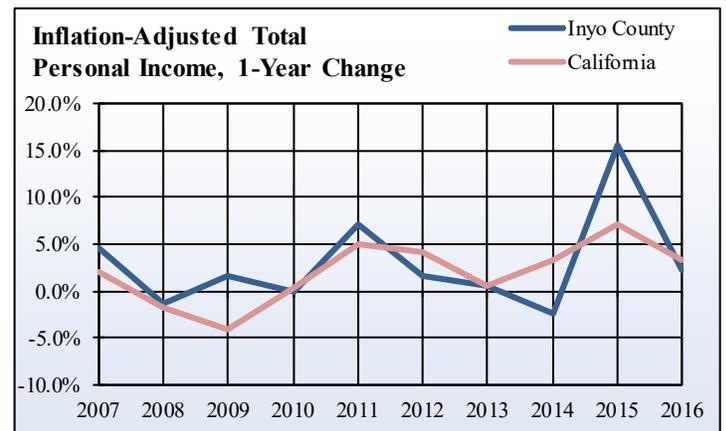
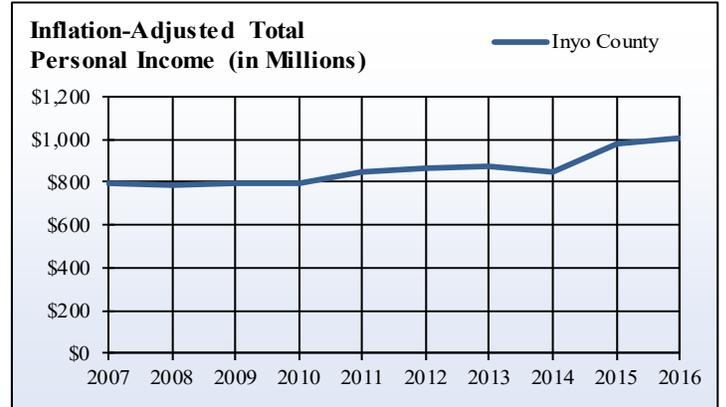
What is it?

Total personal income data are provided by the U.S. Department of Commerce's Bureau of Economic Analysis. The indicator represents the sum of all income collected by individuals over the course of each year, including but not limited to earned income, government payments, and returns on investment. The data do not include personal contributions for social insurance (such as payments to Social Security or Medicare). The indicator is tabulated using individual and corporate tax returns from the Internal Revenue Service.

How is it used?

Total personal income is the basis for several other income indicators in this section. Growing personal income generally indicates a growing economy, as long as the growth is greater than the annual average inflation rate. Increases or decreases in total personal income are most frequently due to changes in worker's earnings, population changes, or both.

Nominal personal income in Inyo County grew relatively steadily between 2007-2016, with the exception of 2014 when it experienced a slight decline. Total personal income in Inyo County experienced its most significant growth in 2015. Overall, once adjusted for inflation, total personal income in Inyo County increased by roughly two hundred million dollars between 2007 and 2016.



Total Personal Income, Inyo County

Year	Inyo County				California
	Nominal Personal Income in Millions of Dollars	1-Year Change	Inflation Adjusted Personal Income in Millions of Dollars (2016)	1-Year Change	1-Year Change
2007	\$665	4.6%	\$793	4.6%	2.1%
2008	\$684	2.9%	\$782	-1.4%	-1.8%
2009	\$695	1.6%	\$795	1.6%	-4.1%
2010	\$713	2.5%	\$794	-0.1%	0.4%
2011	\$776	8.9%	\$851	7.2%	5.1%
2012	\$812	4.6%	\$865	1.7%	4.1%
2013	\$829	2.1%	\$869	0.4%	0.5%
2014	\$821	-0.9%	\$847	-2.5%	3.2%
2015	\$962	17.1%	\$979	15.6%	7.0%
2016	\$1,001	4.1%	\$1,001	2.2%	3.3%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Components of Personal Income

What is it?

This indicator disaggregates personal income totals by the sources of personal income, including work earnings, retirement or disability benefits, returns on investment, or transfer payments from sources such as supplemental social security, medical benefits, and unemployment insurance. Personal income reported for each county may also include commuter income, which accounts for income earned by individuals who live within the county but work elsewhere. The U.S. Department of Commerce's Bureau of Economic Analysis provides these county-level data.

How is it used?

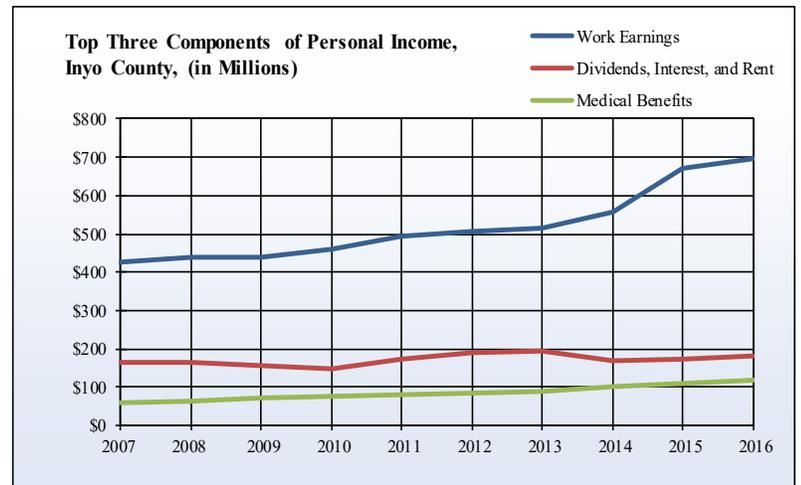
Understanding how income is earned in a county can provide important insights into the structure of a county's economy. If the largest proportion of income is from work earnings, then industry performance is likely to be driving economic growth. In contrast, if a high proportion of total personal income is derived from transfer payments through government benefit programs, this may indicate an elderly or infirm population.

The primary components of personal income in Inyo County are work earnings, dividends, interest, rent, and medical benefits. A significantly larger portion of Inyo County's personal income derived from medical benefits when compared to the statewide average. While California witnessed a massive 73.5 percent increase in commuter income between 2007 and 2016, Inyo County experienced only a 17.2 percent increase in commuter income. Inyo County also experienced a much smaller percentage increase in government benefit derived income than California as a whole.

Components of Total Personal Income, Inyo County, 2016

Component	Percent of total in 2016		2007 to 2016 Average Annual Change	
	County	California	County	California
Work Earnings	69.4%	71.6%	6.3%	3.5%
Contributions to SSI, etc.	-6.0%	-7.4%	4.5%	3.3%
Commuter Income	-3.4%	-0.1%	17.2%	73.5%
Dividends, Interest, & Rent	18.2%	20.8%	1.1%	4.3%
Retirement / Disability Benefits	6.8%	4.2%	3.8%	5.3%
Medical Benefits	11.7%	7.5%	9.8%	9.1%
Income Maintenance Benefits	1.3%	1.6%	3.4%	3.4%
Unemployment Benefits	0.2%	0.2%	-0.4%	0.4%
Veterans benefits	0.6%	0.4%	17.1%	14.8%
Education and training assistance	0.2%	0.4%	10.2%	13.8%
Other Government Benefits	0.3%	0.3%	246.5%	343.2%
Nonprofit Institutions	0.2%	0.2%	1.9%	3.1%
Private Personal Injury Liability	0.2%	0.2%	12.8%	14.0%
Total Personal Income	100.0%	100.0%	5.1%	4.1%

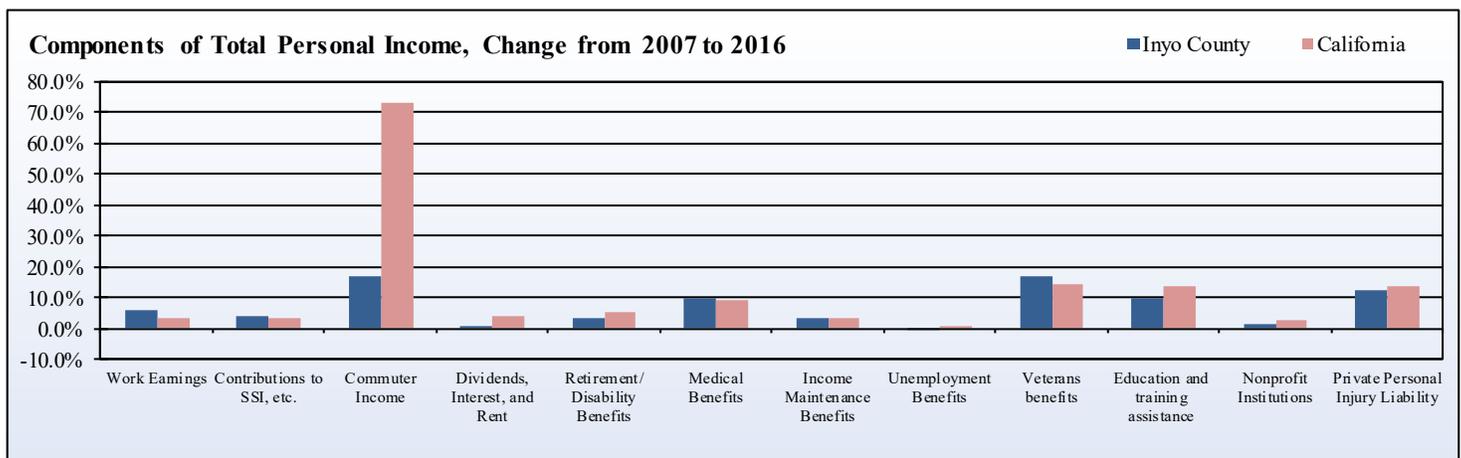
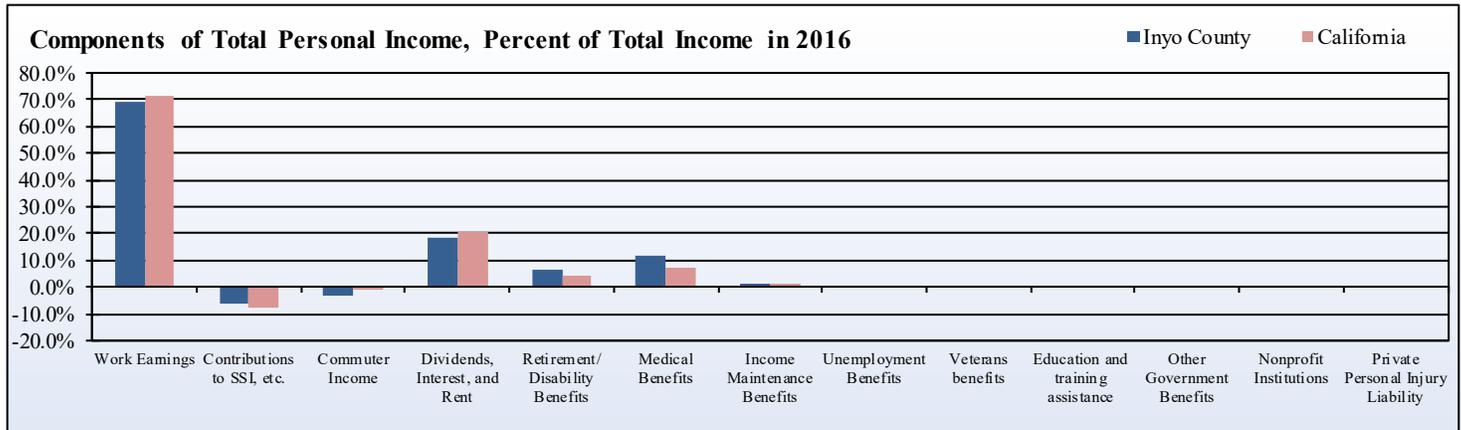
Source: U.S. Department of Commerce, Bureau of Economic Analysis



Components of Total Personal Income (Millions of Dollars), Inyo County

Component	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Work Earnings	\$426.0	\$437.4	\$439.8	\$461.2	\$494.2	\$507.8	\$516.3	\$555.1	\$670.6	\$694.9
Contributions to SSI, etc.	-\$41.3	-\$42.4	-\$43.2	-\$44.4	-\$42.3	-\$42.5	-\$47.7	-\$50.7	-\$57.0	-\$59.8
Commuter Income	-\$12.4	-\$11.3	-\$12.0	-\$14.6	\$15.7	-\$16.8	-\$16.3	-\$34.2	-\$37.2	-\$33.6
Dividends, Interest, and Rent	\$165.1	\$164.1	\$155.5	\$148.3	\$174.6	\$188.8	\$193.8	\$167.2	\$174.1	\$182.6
Retirement/ Disability Benefits	\$49.4	\$51.0	\$55.0	\$55.2	\$56.7	\$59.8	\$62.2	\$62.5	\$67.5	\$68.2
Medical Benefits	\$59.4	\$63.2	\$72.0	\$76.4	\$78.8	\$86.4	\$87.0	\$101.0	\$112.2	\$117.3
Income Maintenance Benefits	\$9.6	\$10.2	\$11.5	\$12.3	\$12.5	\$12.8	\$13.4	\$13.3	\$13.2	\$12.9
Unemployment Benefits	\$2.6	\$3.9	\$7.1	\$8.1	\$7.7	\$6.7	\$5.1	\$3.1	\$2.6	\$2.5
Veterans benefits	\$2.2	\$2.3	\$2.7	\$2.8	\$3.0	\$3.9	\$4.4	\$4.8	\$6.3	\$6.1
Education and training assistance	\$1.2	\$1.3	\$1.5	\$1.8	\$1.9	\$2.1	\$2.1	\$2.2	\$2.2	\$2.3
Other Government Benefits	\$0.1	\$5.2	\$2.0	\$4.7	\$4.4	\$0.7	\$0.5	\$2.2	\$2.8	\$3.0
Nonprofit Institutions	\$2.0	\$1.9	\$2.0	\$2.2	\$2.1	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3
Private Personal Injury Liability	\$1.0	\$1.5	\$1.6	\$1.6	\$2.1	\$1.6	\$1.4	\$1.7	\$2.0	\$2.3
Total Personal Income	\$665.0	\$688.2	\$695.5	\$715.7	\$780.0	\$813.3	\$824.5	\$830.4	\$961.7	\$1001.0

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Note: Other government benefits is not included for components of total personal income in this figure due to large fluctuations in its 10-year average percent change.

Per Capita Income

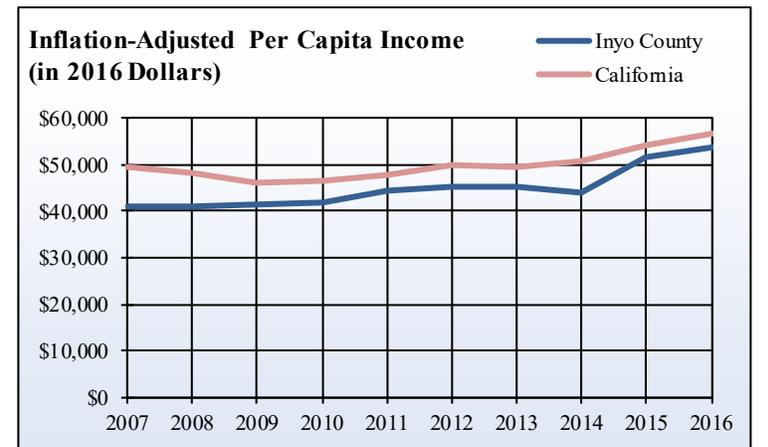
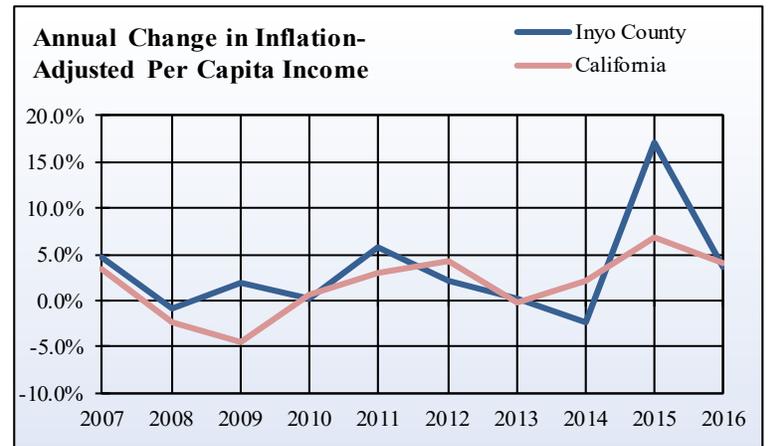
What is it?

Per capita income is calculated by the U.S. Department of Commerce's Bureau of Economic Analysis by dividing its estimate of total personal income by the U.S. Census Bureau's estimate of total population.

How is it used?

Per capita income is one of the most commonly used indicators of the general economic well-being of a county. Changes in this variable may indicate changes in a county's standard of living or the availability of resources to individuals and families. Per capita income also tends to follow long-term business cycles (rising during expansions and falling during recessions). Income influences individual buying power, and therefore, affects consumer choices and local retail sales.

Nominal per capita income in Inyo County grew significantly between 2007 and 2016 with the exception of 2014 when it experienced a slight decline. Per capita income in Inyo County experienced its most significant growth in 2015. Between 2007 and 2016, Inyo County's inflation-adjusted per capita income went from being roughly \$8,000 lower than the statewide average in 2007, to being less than \$3,000 below the statewide average in 2016.



Per Capita Income, Inyo County

Year	Inyo County Nominal Per Capita Income	Inyo County 1-Year Change	Inflation-adjusted Per Capita Income (2016)		Inflation-adjusted 1-Year Change	
			Inyo County	California	Inyo County	California
2007	\$ 36,075	4.7%	\$ 41,228	\$ 49,366	4.7%	3.4%
2008	\$ 37,147	3.0%	\$ 40,875	\$ 48,255	-0.9%	-2.2%
2009	\$ 37,741	1.6%	\$ 41,684	\$ 46,117	2.0%	-4.4%
2010	\$ 38,464	1.9%	\$ 41,782	\$ 46,395	0.2%	0.6%
2011	\$ 41,988	9.2%	\$ 44,230	\$ 47,775	5.9%	3.0%
2012	\$ 43,794	4.3%	\$ 45,188	\$ 49,819	2.2%	4.3%
2013	\$ 44,500	1.6%	\$ 45,257	\$ 49,674	0.2%	-0.3%
2014	\$ 44,170	-0.7%	\$ 44,209	\$ 50,790	-2.3%	2.2%
2015	\$ 51,653	16.9%	\$ 51,738	\$ 54,318	17.0%	6.9%
2016	\$ 53,674	3.9%	\$ 53,674	\$ 56,532	3.7%	4.1%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Earnings by Industry

What is it?

Earnings by industry data represent the total personal earnings for workers within individual industry sectors and should not be confused with total business revenues within industries. The total earnings of an industry are calculated by taking the sum of three components: wage and salary disbursements, supplements to wages and salaries, and proprietor's income. Earnings by industry are the components of earnings by place of work from the section on components of personal income. The symbol "(D)" is used for information withheld to avoid disclosing data for individual companies. The symbol "(L)" is used when reported values are less than \$50,000. Values for both (D) and (L) are included in aggregate totals.

How is it used?

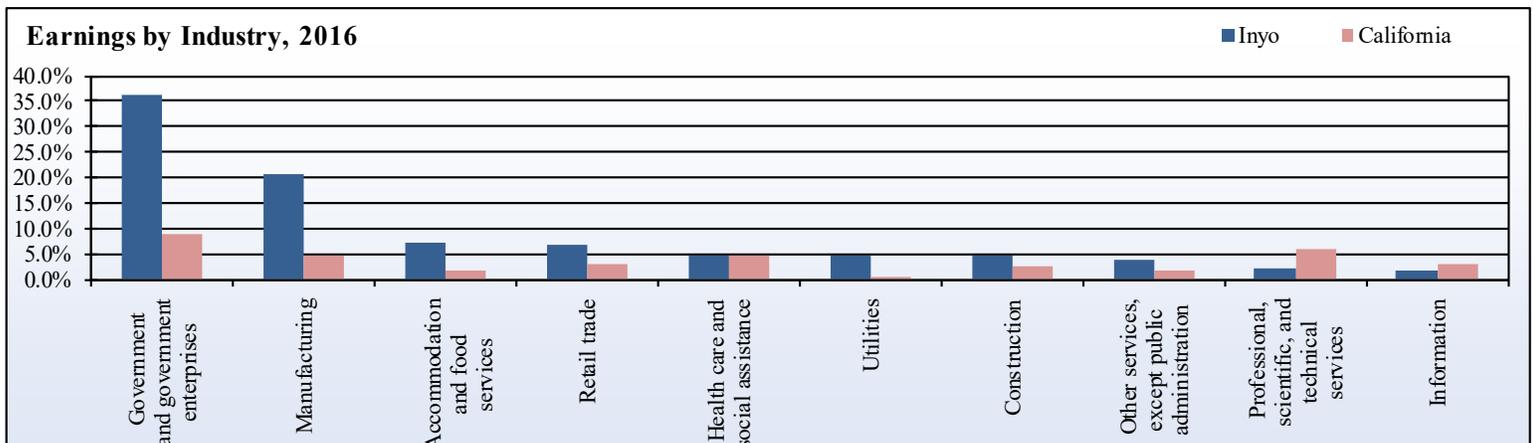
Earning levels by industry are important indicators of the overall economic contributions of particular industries to a local economy. Similar to the previous Jobs by Industry indicator, these data can also provide important insights into the relative diversification of a county's economy, and thus how resilient an economy is to economic downturns or recessions.

In 2016, over 50 percent of Inyo County's reported earnings derived from either the government or manufacturing sectors. The percentages of Inyo County's total earnings derived from these sectors were substantially larger than the statewide average, while total earnings derived from the information, finance/insurance and professional/scientific/technical services sectors were substantially lower than the statewide average. However, it should be taken into account that data are unavailable for several industry sectors, including mining, management of companies/enterprises, and administrative/waste services, due to sampling and estimation requirements for the underlying survey data.

Earnings by Industry, Inyo County, 2016 (in Millions)

Industry	Inyo County	County Percent of Total	California Percent of Total
Farm employment	\$ 2.8	0.4%	0.7%
Forestry, fishing, and related activities	(D)	0.0%	0.3%
Mining	(D)	0.0%	0.3%
Utilities	\$ 30.9	4.5%	0.3%
Construction	\$ 30.9	4.4%	2.3%
Manufacturing	\$ 144.0	20.7%	4.7%
Wholesale trade	\$ 7.9	1.1%	2.4%
Retail trade	\$ 46.0	6.6%	2.8%
Transportation and warehousing	\$ 6.8	1.0%	1.4%
Information	\$ 11.6	1.7%	3.0%
Finance and insurance	\$ 5.7	0.8%	2.7%
Real Estate, rental, and leasing	\$ 5.5	0.8%	1.6%
Professional, scientific, and technical services	\$ 13.4	1.9%	6.1%
Management of companies and enterprises	(D)	0.0%	1.1%
Administrative and waste services	(D)	0.0%	2.0%
Educational services	\$ 1.5	0.2%	0.8%
Health care and social assistance	\$ 32.1	4.6%	4.7%
Arts, entertainment and recreation	\$ 4.3	0.6%	0.8%
Accommodation and food services	\$ 49.4	7.1%	1.6%
Other services, except public administration	\$ 25.3	3.6%	1.8%
Government and government enterprises	\$ 250.5	36.1%	8.7%
Sum of withheld "(D)" values	\$26.3	3.8%	n/a
Total Earnings	\$ 694.9	100.0%	100.0%

Source: California Employment Development Department, Labor Market Information Division



Median Household Income

What is it?

Household income includes the incomes of the householder (i.e., renter or title holder) and all other people 15 years of age and older in the household regardless of their relation to the householder. Once income totals for all households are gathered, the median value is the data point at which exactly one-half of households have greater income and one-half of households have less income. The median value is based on the income distribution of all households including those with no income.

How is it used?

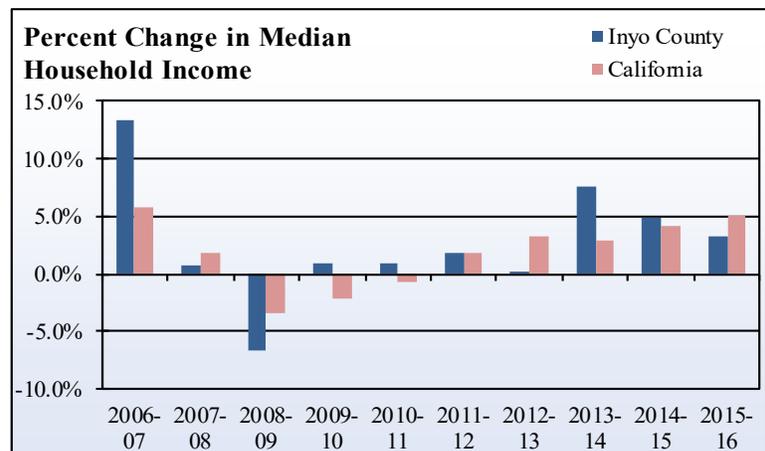
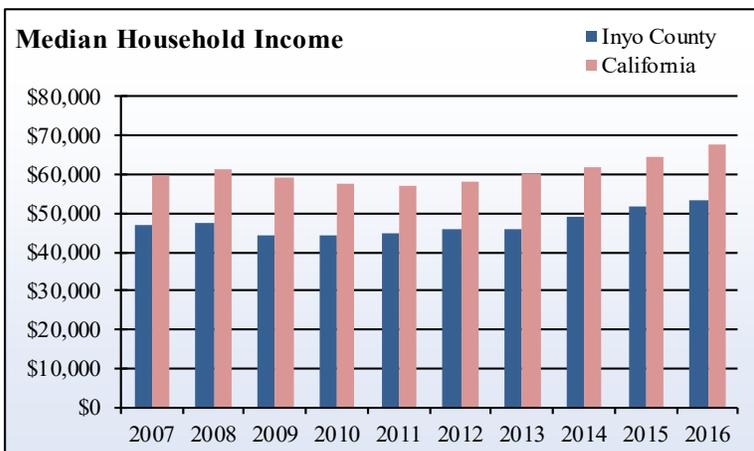
Median household income is a more useful measure of collective economic well-being than per capita income because it aggregates income levels within a basic unit of economic collaboration and decision making. Median income values are also less sensitive to fluctuations at the extreme high and low ends of a county's earnings spectrum. Changes in median household income therefore signal changes within a wide range of earnings in a regional economy.

Aside from a temporary dip in 2009, median household income in Inyo County increased steadily between 2007 and 2016. Overall, median household income in Inyo County increased by nearly 14 percent between 2007 and 2016. Inyo County consistently maintained a median household income roughly \$10,000-\$15,000 less than California as a whole.

Median Household Income (Nominal), Inyo County

Year	County	California
2007	\$46,865	\$59,928
2008	\$47,197	\$61,017
2009	\$44,090	\$58,925
2010	\$44,507	\$57,664
2011	\$44,928	\$57,275
2012	\$45,748	\$58,322
2013	\$45,784	\$60,185
2014	\$49,267	\$61,927
2015	\$51,697	\$64,483
2016	\$53,350	\$67,715

Source: U.S. Department of Commerce, Bureau of the Census, Small Area Income and Poverty Estimates



Poverty Rates

What is it?

The Census Bureau determines whether or not a family is in poverty using a series of income thresholds that vary by family size and composition. If a family's total income is less than that family's poverty threshold, then every person in that household is considered to be in poverty. Official poverty thresholds do not vary geographically, but are updated for inflation using the Consumer Price Index. Income thresholds are based on pre-tax earnings and do not include capital gains or noncash benefits such as Medicaid.

How is it used?

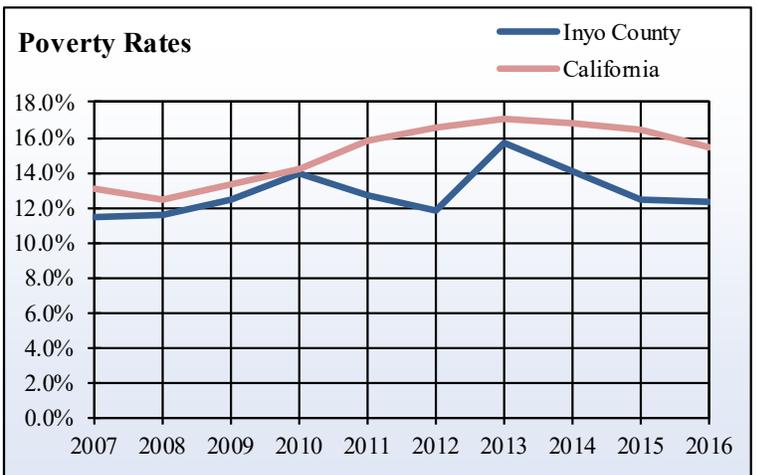
The poverty rate is a very commonly used indicator of the overall economic health and well-being of a region. Despite their wide use, official poverty rates have notable shortcomings. For instance, because the thresholds that define poverty status only vary by family size and composition, and not by the underlying cost of living in a particular neighborhood or community (e.g., housing and insurance costs), they tend to either over- or underestimate the real level of economic hardship in a region.

The poverty rate in Inyo County fluctuated considerably between 2007 and 2016, reaching its lowest rate (11.4 percent) in 2007 and its highest rate (15.7 percent) in 2013. Despite this fluctuation, Inyo County's poverty rate remained consistently lower than the statewide rate between 2007 and 2016.

Poverty Rates, Inyo County

Year	County	California
2007	11.4%	12.4%
2008	11.6%	13.3%
2009	12.5%	14.2%
2010	13.9%	15.8%
2011	12.7%	16.6%
2012	11.8%	17.0%
2013	15.7%	16.8%
2014	14.0%	16.4%
2015	12.4%	15.4%
2016	12.3%	14.4%

Source: U.S. Department of Commerce, Bureau of the Census, Small Area Income and Poverty Estimates



Fair Market Rent

What is it?

Fair market rent is defined by the U.S. Department of Housing and Urban Development as the price point where 40 percent of gross rents for typical, non-substandard housing units are below it, and 60 percent of gross rents are above it. Gross rent is the sum of the rent paid to a landlord plus any utility costs incurred by the tenant. Fair market rent calculations typically exclude rents paid for public housing units, rental units built in the last 2 years, rental units considered substandard in quality, seasonal rentals, and rental units on 10 or more acres of land. Fair market rent does not include public housing costs to avoid skewing the distribution of rents downward.

How is it used?

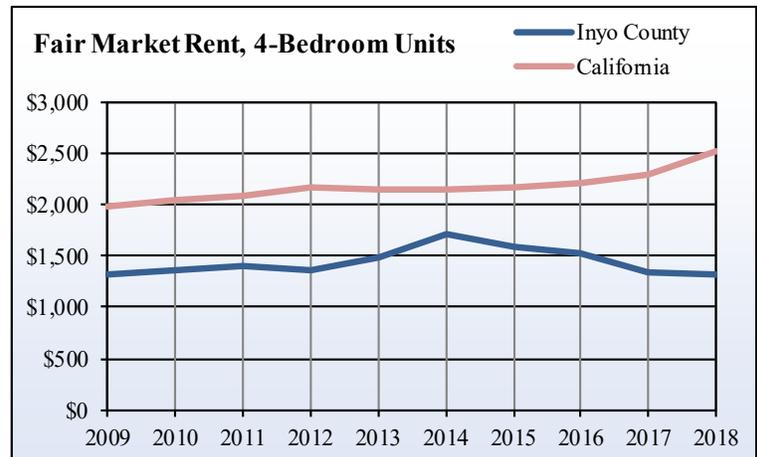
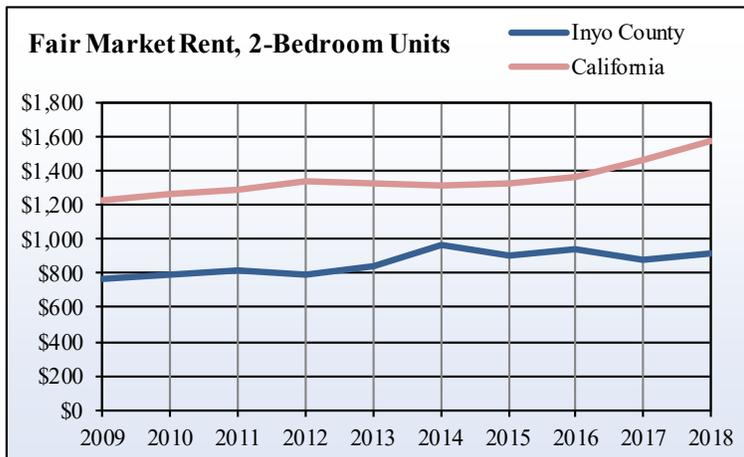
Fair market rent is an indicator of housing costs for poorer households in a county. It is used to determine whether families or individuals qualify for federal housing certificate and voucher programs and the amount of compensation they would receive. Because calculation of fair market rents incorporates the total distribution of gross rents within a region, it can also be a helpful indicator of overall housing costs; and, by extension, the general cost of living for that region.

Fair market rent in Inyo County rose significantly between 2009 and 2018 across most rental sizes and experienced a sharp increase in 2014.

Fair Market Rent, Inyo County

Year	0-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
2009	\$563	\$590	\$767	\$1,118	\$1,318
2010	\$581	\$608	\$791	\$1,152	\$1,359
2011	\$596	\$624	\$812	\$1,183	\$1,395
2012	\$578	\$606	\$788	\$1,148	\$1,354
2013	\$675	\$703	\$836	\$1,232	\$1,481
2014	\$777	\$809	\$962	\$1,418	\$1,704
2015	\$728	\$758	\$901	\$1,328	\$1,596
2016	\$734	\$739	\$938	\$1,349	\$1,522
2017	\$704	\$708	\$878	\$1,278	\$1,338
2018	\$755	\$760	\$917	\$1,309	\$1,313

Source: U.S. Department of Housing and Urban Development



SOCIAL INDICATORS

Social indicators explain the capacity of community institutions and organizations to provide for adequate human health, education, safety and social participation. Effective social systems intensify human capacities for collective growth and improvement. Many of the included indicators are often referred to as “quality-of-life” measures, because they include non-economic attributes that reflect the general health and well-being of community members.

The Inyo County crime rate steadily declined between 2007 and 2011, before entering a period of growth between 2012 and 2014. However, Inyo County’s crime rates consistently remained lower than the statewide crime rate from 2007-2016. Voter registration rates in Inyo County varied considerably between 2002-2016 and became lower than the statewide rate after 2010. Inyo County experienced a greater percentage of voter participation, when compared to the statewide average, in every year between 2002 and 2016. Though data regarding causes of death are not available from the California Department of Health in a large percentage of cases, a slightly higher proportion of deaths by accidents and pulmonary disease than the statewide average were reported in Inyo County.

The average number of Temporary Assistance for Needy Families (TANF) and California Work Opportunity and Responsibility to Kids (CalWORKs) recipients in Inyo County varied somewhat from year-to-year, reaching a high point of 1.8 percent of the population in 2011, and a low of 1.1 percent in 2014. Between 2007 and 2016 the number of Medi-Cal beneficiaries in Inyo County nearly doubled and saw its greatest increase of almost 8 percent in 2014.

When compared to the statewide average in 2016, Inyo County had an exceptionally high percentage of residents of the age of 18 or over who had completed some college but had not attained a degree. However, there was also notable growth between 2010 and 2016 in those holding a Bachelor’s degree (12 percent) and those holding a graduate or professional degree (27 percent). Inyo County consistently maintained a percentage of high school dropouts equivalent to the rest of California until 2008. Between 2006 and 2016, the percentage of Inyo County graduates eligible for the UC or CSU systems experienced severe fluctuations, ultimately resulting in a very substantial drop. The proportion of students who took the SAT in Inyo County was higher than the statewide proportion between 2006-2008, but began to rapidly decline and eventually reached a low point of 7.1 percent by the 2014-2015 school year, and remained at a comparably low proportion (8.7 percent) in 2015-2016. The percentage of Inyo County students enrolled in free and reduced meal programs experienced relatively steady growth between 2008 and 2017 with only a minor decrease in enrollment in 2011. ELL enrollment in Inyo County fluctuated between 2007 and 2017. In 2014-2015, the number of students enrolled in ELL programs in Inyo County doubled. Overall, ELL enrollment in Inyo County rose by 535 students between 2007 and 2017.



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Leading Causes of Death

What is it?

This indicator lists the top ten most frequent causes of death for all county residents in 2016, and is derived from vital records data provided by the California Department of Public Health.

How is it used?

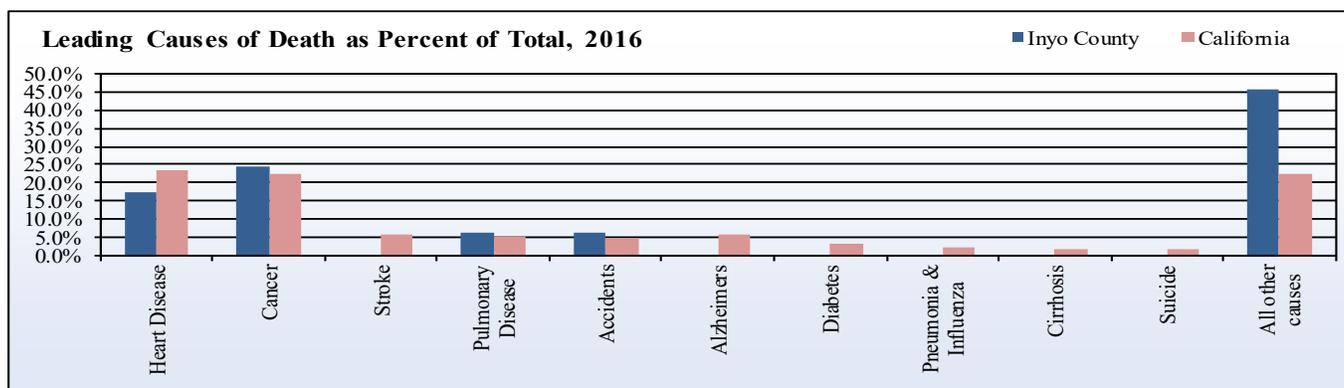
Cause of death statistics provide important insights into the overall health of a region and can be used by health care practitioners and social service providers to coordinate disease prevention and educational efforts. If death rates for preventable causes are greater than those for other counties in a region, this is indicative of a greater need for community health education. If death rates for environmentally influenced factors, such as cancer and influenza, are high, this may indicate the presence of systemic factors that need to be addressed.

Like the rest of California in 2016, Inyo County's leading causes of death were heart disease and cancer. Though data regarding causes of death are not available from the California Department of Health in a large percentage of cases, a slightly higher proportion of deaths by accidents and pulmonary disease than the statewide average were reported.

Cause of Death as a Percentage of Total Deaths, 2016

Cause of Death	Inyo County	California
Heart Disease	17.4%	23.5%
Cancer	24.3%	22.7%
Stroke	n/a	6.0%
Pulmonary Disease	6.5%	5.2%
Accidents	6.1%	5.0%
Alzheimer's	n/a	5.9%
Diabetes	n/a	3.5%
Pneumonia & Influenza	n/a	2.3%
Cirrhosis	n/a	2.0%
Suicide	n/a	1.6%
All other causes	45.7%	22.2%

Source: California Department of Public Health



Leading Causes of Death, Inyo County

Causes of Death	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
All Causes	204	179	200	216	183	206	193	194	194	230
Heart Disease	63	57	63	57	40	39	36	43	40	40
Cancer	47	37	30	45	31	41	33	41	49	56
Stroke	6	9	9	15	11	10	14	(D)	13	(D)
Pulmonary Disease	12	17	14	10	16	17	14	11	13	15
Accidents	6	7	5	10	3	10	8	13	(D)	14
Alzheimer's	1	(D)	1	(D)	2	1	1	(D)	(D)	(D)
Diabetes	6	3	2	5	2	7	2	(D)	(D)	(D)
Pneumonia & Influenza	3	2	5	2	2	3	2	(D)	(D)	(D)
Cirrhosis	7	7	5	6	3	4	2	(D)	(D)	(D)
Suicide	2	2	8	2	3	6	5	(D)	(D)	(D)
All other causes	51	38	58	64	70	68	76	86	79	105

Source: California Department of Public Health
Note (D) Withheld disclosure of confidential health data



TANF-CalWORKs Caseload

What is it?

The California Work Opportunity and Responsibility to Kids (CalWORKs) is California's federal Temporary Assistance for Needy Families (TANF) program, which gives cash aid and services to eligible needy California families. If a family has little or no cash and is in need of housing, food, utilities, clothing, or medical care, they may be eligible to receive immediate short-term help through CalWORKs. The program also provides access to education, employment, and workforce training programs to assist a family's move toward self-sufficiency. The CalWORKs program is administered by each county's welfare department.

How is it used?

Data on the number of families that qualify for economic assistance through CalWORKs and similar programs can be important supplements to the official poverty rate, as families experiencing sufficient economic hardship to qualify for CalWORKs may not necessarily also be below official poverty thresholds. Such data are therefore important for county and municipal planners and policymakers in understanding the overall level of economic hardship in a county or region.

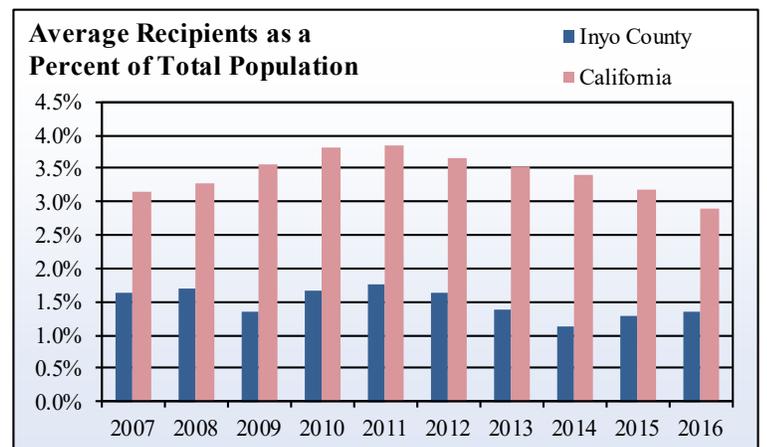
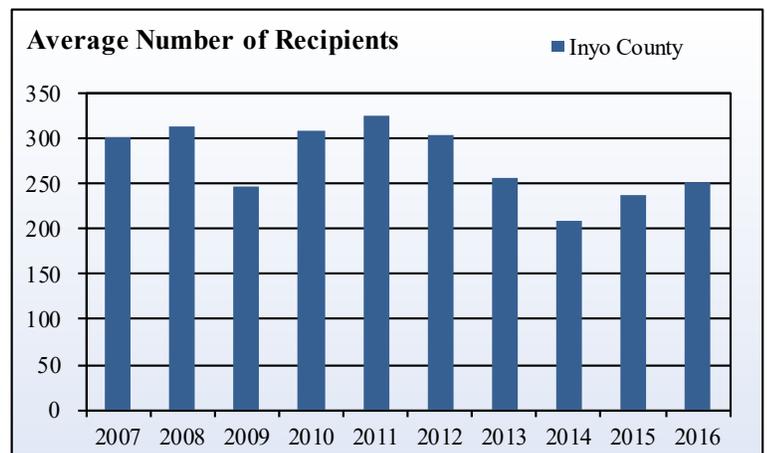
The average number of TANF/CalWORKs recipients in Inyo County varied somewhat from year to year, reaching a high point of 1.8 percent of the population in 2011, and a low of 1.1 percent in 2014. The proportion of TANF/CalWORKs recipients in Inyo County remained at roughly half of the statewide proportion or less between 2007 and 2016.



TANF/CalWORKs Caseloads, Inyo County

Year	Average Number of recipients	Percent of County Population	Percent of State Population
2007	303	1.6%	3.1%
2008	312	1.7%	3.3%
2009	247	1.3%	3.6%
2010	309	1.7%	3.8%
2011	326	1.8%	3.9%
2012	303	1.6%	3.6%
2013	255	1.4%	3.5%
2014	208	1.1%	3.4%
2015	237	1.3%	3.2%
2016	251	1.3%	2.9%

Source: California Department of Social Services



Medi-Cal Caseload

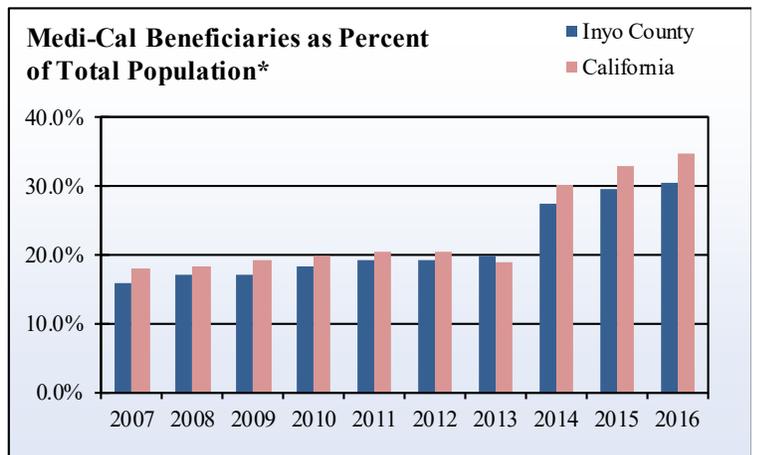
What is it?

Medi-Cal is California's version of the federal Medicaid program, and offers access to free or low-cost health insurance for children and adults with limited resources or income. Common Medi-Cal recipients include low-income adults, families with children, seniors, persons with disabilities, pregnant women, children in foster care and former foster youth up to age 26.

How is it used?

Data on Medi-Cal program recipients is helpful in determining the need for public medical assistance in a county. Similar to the CalWORKs caseload data, this indicator can also provide important insights into general economic hardship in a region by identifying needy individuals and families who may not be below official poverty thresholds.

Between 2007 and 2016, the number of Medi-Cal beneficiaries in Inyo County nearly doubled, and saw its greatest increase of almost 8 percent in 2014. Inyo County's increase in Medi-Cal beneficiaries mirrors statewide changes throughout California; however, Medi-Cal beneficiaries have consistently made up a slightly smaller percentage of Inyo County's population when compared to the statewide average, with the exception of 2013 when Inyo County barely exceeded the statewide rate. The significant increases in the number of Medi-Cal beneficiaries in 2014, which occurred across California and within many counties, correlate with the first year of enrollment for health care benefits under the Affordable Care Act.



Medi-Cal Users, Inyo County

Year	County Beneficiaries	Percentage of County Total Population	California Beneficiaries	Percentage of California Population
2007	2,931	15.9%	6,553,258	18.0%
2008	3,136	17.0%	6,721,003	18.3%
2009	3,166	17.2%	7,094,877	19.2%
2010	3,383	18.3%	7,397,748	19.9%
2011	3,541	19.2%	7,594,640	20.4%
2012	3,534	19.1%	7,619,341	20.3%
2013	3,661	19.7%	7,280,074	19.0%
2014	5,083	27.3%	11,522,700	30.1%
2015	5,500	29.5%	12,834,234	33.0%
2016	5,683	30.5%	13,542,960	34.6%

Source: California Department of Healthcare Services

* Total population data do not include incarcerated individuals unless otherwise noted.

School Free and Reduced Meal Program

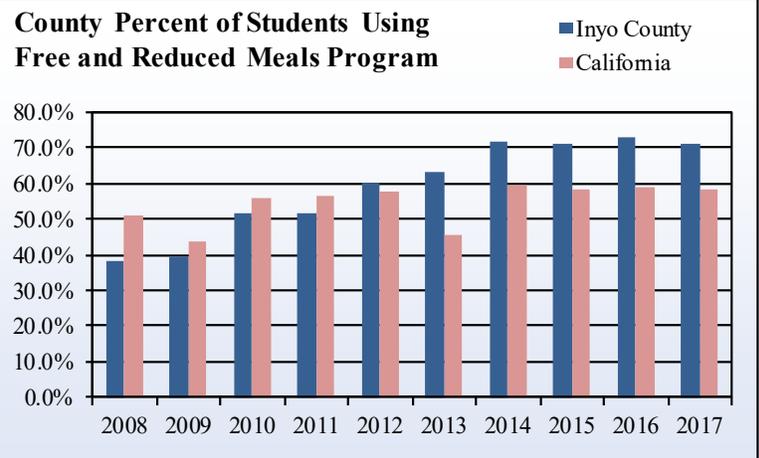
What is it?

This indicator provides data on the number and proportion of K-12 students who are enrolled in a free or reduced-price school meal program. Families only have to claim a household income level that is below the given threshold to enroll their children in the program, and no evidence or auditing of family income is required. Thus, the indicator is an effective proxy for student poverty but does not necessarily reflect the true economic status of enrolled families. Students enrolled in this program are counted on Fall Census Day, which is the first Wednesday in October for each academic year.

How is it used?

Enrollment data on free and reduced meal programs aid in the estimation of family economic assistance needs in a county. Enrollment totals and proportions can also be used to determine a school's eligibility for receiving funding from official programs and grants intended to alleviate student poverty.

The percentage of Inyo County students enrolled in free and reduced meal programs experienced relatively steady growth between 2008 and 2017 with only a minor decrease in enrollment in 2011. Inyo County maintained a lower percentage of students enrolled in free and reduced meal programs than the statewide average from 2008 until 2012, at which point it surpassed the statewide average through 2016. In 2013, when California witnessed a 10% drop in enrollment, enrollment in Inyo County increased by roughly 3 percent.



School Free and Reduced Meals, Inyo County

Year	Total Free and Reduced Meals	Total Enrollment	Percent of Students	
			County	California
2008	1,062	2,792	38.0%	51.2%
2009	1,204	3,035	39.7%	44.0%
2010	1,859	3,619	51.4%	55.9%
2011	1,463	2,832	51.7%	56.7%
2012	1,934	3,212	60.2%	57.5%
2013	2,826	4,458	63.4%	45.5%
2014	3,651	5,080	71.9%	59.4%
2015	3,702	5,194	71.3%	58.6%
2016	3,423	4,698	72.9%	58.9%
2017	3,234	4,550	71.1%	58.1%

Source: California Department of Education

Educational Attainment

What is it?

Educational attainment is the highest degree earned or amount of schooling completed for all county residents aged 18 and older. Schooling completed in foreign countries or ungraded school systems are reported as the equivalent level of schooling in the regular American educational system.

How is it used?

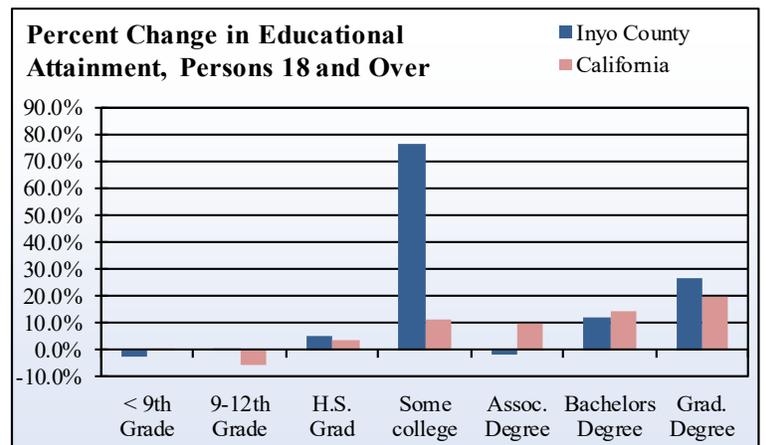
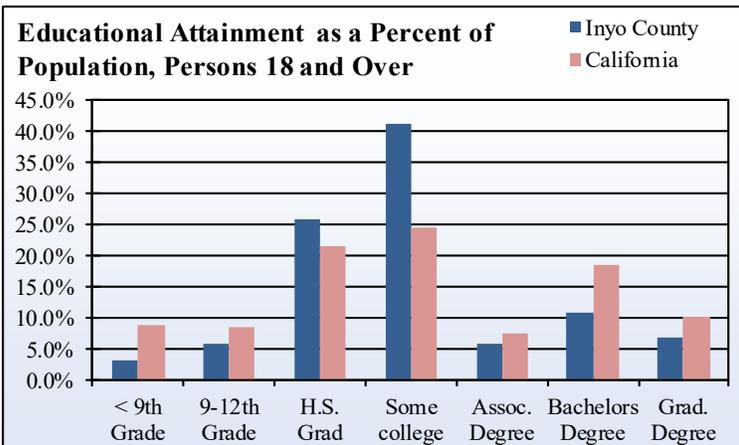
Educational attainment is a good general indicator of the skill level of a county's workforce. County populations that are more educated are generally more likely to be employed and stay out of poverty. In addition, educational attainment data can be useful for businesses that are considering opening a new location or relocating and want to identify areas with a sufficiently skilled and educated workforce. When compared to the statewide average in 2016, Inyo County had an exceptionally high percentage of residents of the age of 18 or over who had completed some college but had not attained a degree. However, there was also notable growth between 2010 and 2016 in those holding a Bachelor's degree (12 percent) and those holding a graduate or professional degree (27 percent).



Education Attainment, Inyo County

Educational Attainment	2010	2016	Percent of Total in 2016		2010 to 2016 7-year Change	
			County	California	County	California
Less than 9th grade	615	601	3.3%	8.8%	-2.3%	0.7%
9th to 12th grade, no diploma	1,068	1,069	5.8%	8.5%	0.1%	-5.7%
High school graduate or equivalent	4,506	4,728	25.8%	21.7%	4.9%	3.4%
Some college, no degree	4,306	7,592	41.4%	24.6%	76.3%	11.5%
Associate's degree	1,116	1,100	6.0%	7.4%	-1.4%	10.0%
Bachelor's degree	1,798	2,010	11.0%	18.6%	11.8%	14.2%
Graduate or professional degree	985	1,250	6.8%	10.4%	26.9%	19.4%
Total Persons Age 18 and Over	14,394	18,350	100.0%	100.0%	27.5%	8.1%

Source: U.S. Census Bureau, ACS 5-Year Estimates



High School Dropout Rate

What is it?

High school dropout rate data are calculated by the California Department of Education by adding each school's number of dropouts from the 12th grade for the current year, from the 11th grade the previous year, from the 10th grade two years previous, and from the 9th grade three years previous, and then dividing by the total number of high school graduates for the current year.

How is it used?

Data on high school dropouts indicate the capacity of county school systems to provide youth with a basic level of education and workforce training. Lower dropout rates are generally correlated with lower poverty rates and higher income levels, since employers frequently require a high school degree for most jobs.

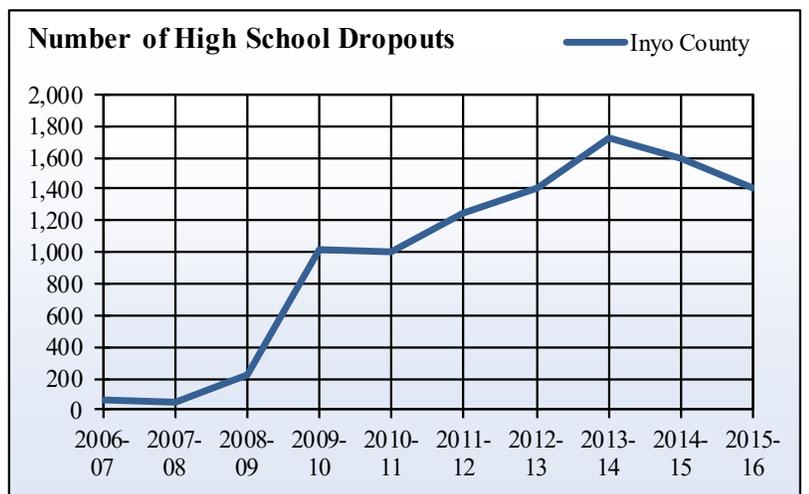
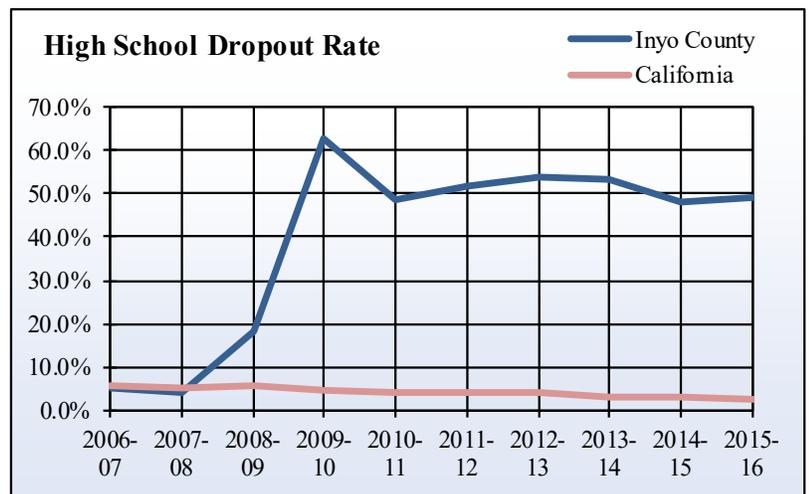
Inyo County consistently maintained a percentage of high school dropouts equivalent to the rest of California until 2008. In 2008-2009, the California Department of Education changed their method of calculating dropout rates to include ungraded secondary education courses, which drastically increased Inyo County's dropout rate.



High School Dropouts, Inyo County

Year	Number of dropouts	1-year dropout rate	CA 1-year dropout rate
2006-07	57	5.2%	5.5%
2007-08	44	4.1%	4.9%
2008-09	222	18.4%	5.7%
2009-10	1,013	62.7%	4.6%
2010-11	996	48.5%	4.2%
2011-12	1,250	51.8%	4.0%
2012-13	1,400	53.9%	3.9%
2013-14	1,728	53.3%	3.1%
2014-15	1,601	48.2%	2.8%
2015-16	1,410	49.4%	2.6%

Source: California Department of Education



Graduates Eligible For UC and CSU Systems

What is it?

This indicator provides data on the number of high school graduates who completed coursework that is required for admission by either the California State University or the University of California postsecondary education systems. These data were reported by individual public schools to the California Department of Education and do not include information on other common requirements for college admission such as standardized test scores.

How is it used?

These data are an important indicator of how well a county school system is preparing its students for higher-wage employment, as a college education is generally correlated with higher earnings from employment. Counties with a low proportion of eligible high school graduates may therefore exhibit greater competition for jobs in lower-wage sectors of the regional economy.

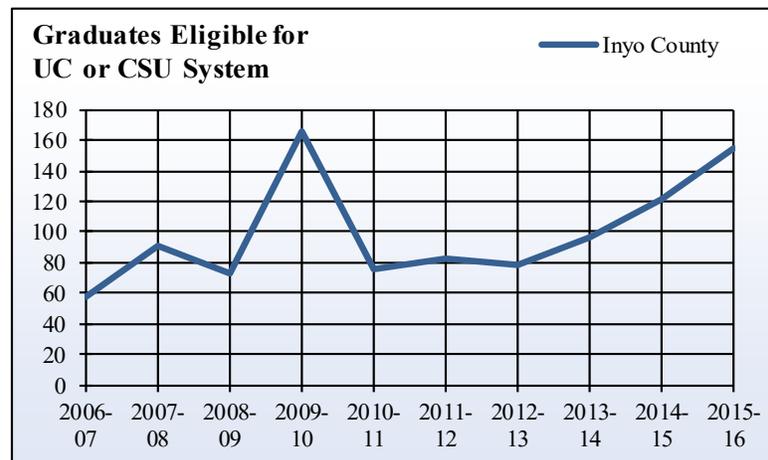
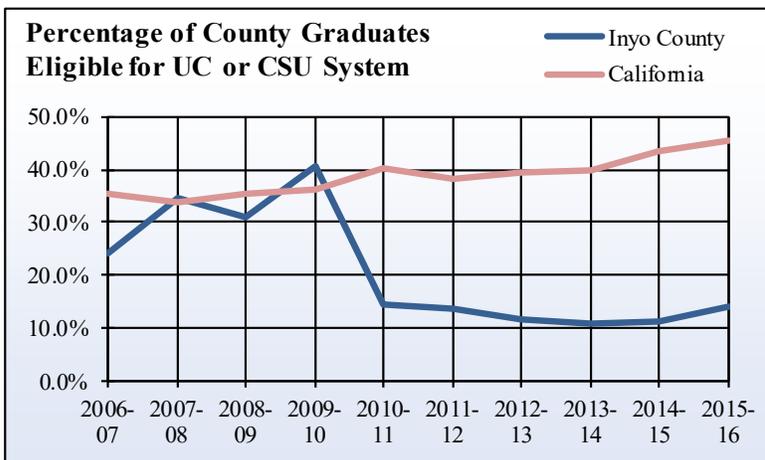
Between 2006 and 2016, the percentage of Inyo County graduates eligible for the UC or CSU systems experienced significant fluctuations and a very substantial drop in eligibility during the 2010-2011 school year. This decrease is especially notable given that the proportion of eligible Inyo County graduates exceeded the statewide rate by four percent in the previous year (2009-2010).



Graduates Eligible for UC or CSU System, Inyo County

Year	County Graduates		CA Graduates
	Number	Inyo County	California
2006-07	58	24.1%	35.5%
2007-08	91	34.5%	33.9%
2008-09	73	30.8%	35.3%
2009-10	166	40.8%	36.3%
2010-11	76	14.5%	40.3%
2011-12	82	13.8%	38.3%
2012-13	78	11.6%	39.4%
2013-14	96	10.8%	39.1%
2014-15	121	11.3%	43.4%
2015-16	155	14.2%	45.4%

Source: California Department of Education



Average SAT Scores

What is it?

The SAT is designed to measure verbal and mathematical reasoning abilities that are related to successful performance in college. Like many standardized tests, however, SAT scores are most strongly correlated with socioeconomic status, since better-resourced students will generally have more preparatory options and resources. Sufficiently high SAT scores are a requirement for admission to most U.S. colleges and universities, although the strong correlation with economic status has generated challenges to these requirements from many educators.

How is it used?

SAT scores are usually treated as an indicator of academic performance and college readiness for children in local schools, except where an exceptionally low or high percentage of students took the test. Because scores are standardized, test results provide a baseline for comparing student performance across all regions of the country. However, their utility has been challenged due to the strong correlation between scores and socioeconomic status.

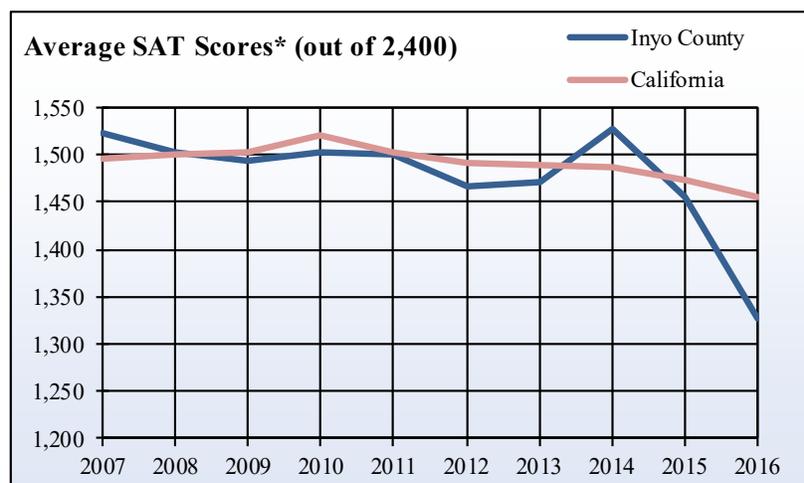
The proportion of students who took the SAT in Inyo County was higher than the statewide proportion in 2006-2008, but began to rapidly decline and eventually reached a low point of 7.1 percent by the 2014-2015 school year and remained at a comparably low proportion (8.7 percent) in 2015-2016.

Average SAT Scores* (out of 2,400), Inyo County

Year	Inyo County		California	
	Percent of Students who took SAT	Average SAT Scores	Percent of Students who took SAT	Average SAT Scores
2006-07	41.3%	1,524	36.9%	1,497
2007-08	41.0%	1,502	35.9%	1,500
2008-09	25.1%	1,493	34.7%	1,502
2009-10	9.9%	1,502	33.3%	1,521
2010-11	17.7%	1,501	37.9%	1,502
2011-12	13.7%	1,467	39.3%	1,492
2012-13	12.5%	1,471	40.4%	1,489
2013-14	7.9%	1,528	41.1%	1,487
2014-15	7.1%	1,455	42.4%	1,473
2015-16	8.7%	1,328	43.5%	1,455

Source: California Department of Education

*In newly released 2016 data, the method used to calculate average SAT scores has changed, and therefore is not directly comparable to previous year's data.



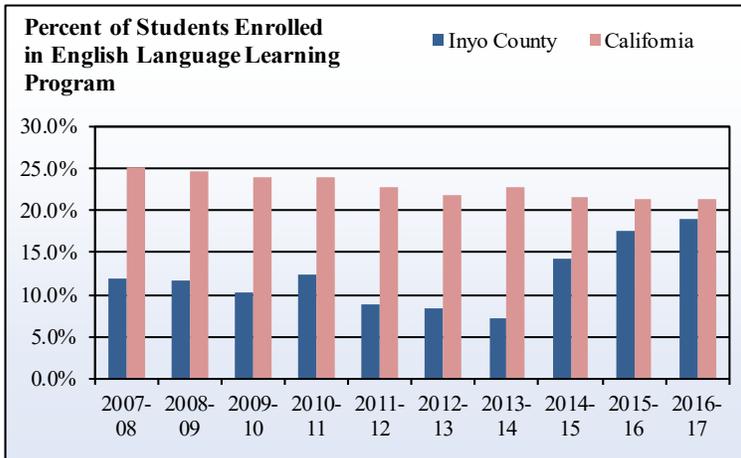
English Learners Enrollment

What is it?

This indicator provides data on the number of K-12 students enrolled in English language learning (ELL) programs, which were previously referred to as “English as a second language” (ESL) programs. The California Department of Education tabulates enrollment based on annual reports from individual school districts.

How is it used?

ELL enrollment data can be an important indicator of international migration or internal migration of non-English-speaking populations into an area. The ability and willingness of non-English-speakers to learn and use English is also commonly seen as indicative of their willingness to “assimilate” into the English-speaking community, and can therefore influence their access to jobs and community resources.

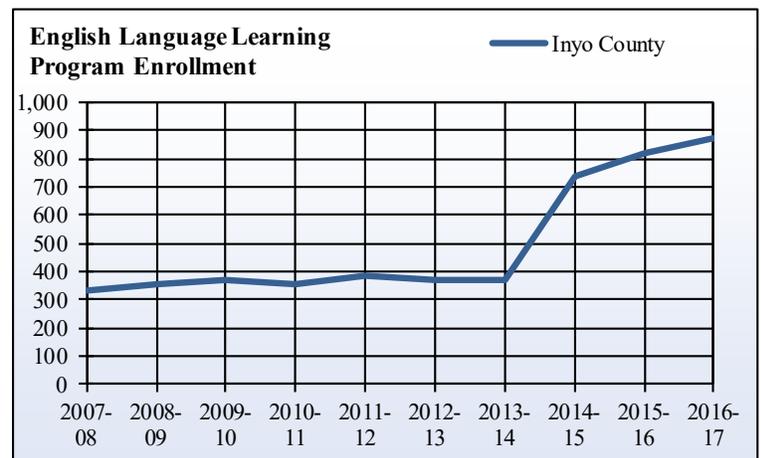
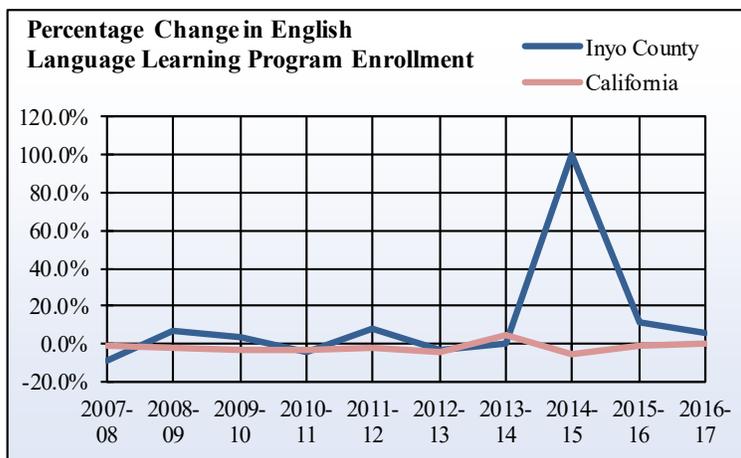


ELL enrollment in Inyo County fluctuated between 2007 and 2017. In 2014-2015, the number of students enrolled in ELL programs in Inyo County doubled. Overall, ELL enrollment in Inyo County rose by 535 students between 2007 and 2017. ELL enrollment in Inyo County was at its highest in the 2016-2017 school year, and its lowest in the 2007-2008 school year. Throughout the period spanning 2007-2017 the percentage of Inyo County students enrolled in ELL programs was lower than the statewide average, though after 2014 this disparity was reduced substantially.

English Language Learning Program Enrollment, Inyo County

Year	Inyo County				California
	Enrolled E.L.L. Students	Percentage Change in E.L.L. Enrollment	Total Enrolled Students K-12	Percent of Enrolled Students in E.L.L.	Percent of Enrolled E.L.L. Students
2007-08	333	-8.3%	2,792	11.9%	25.2%
2008-09	357	7.2%	3,035	11.8%	24.7%
2009-10	369	3.4%	3,619	10.2%	23.9%
2010-11	353	-4.3%	2,832	12.5%	24.0%
2011-12	382	8.2%	4,296	8.9%	22.6%
2012-13	368	-3.7%	4,458	8.3%	21.7%
2013-14	368	0.0%	5,080	7.2%	22.7%
2014-15	737	100.3%	5,194	14.2%	21.5%
2015-16	822	11.5%	4,698	17.5%	21.3%
2016-17	868	5.6%	4,550	19.1%	21.4%

Source: California Department of Education



Crime Rates

What is it?

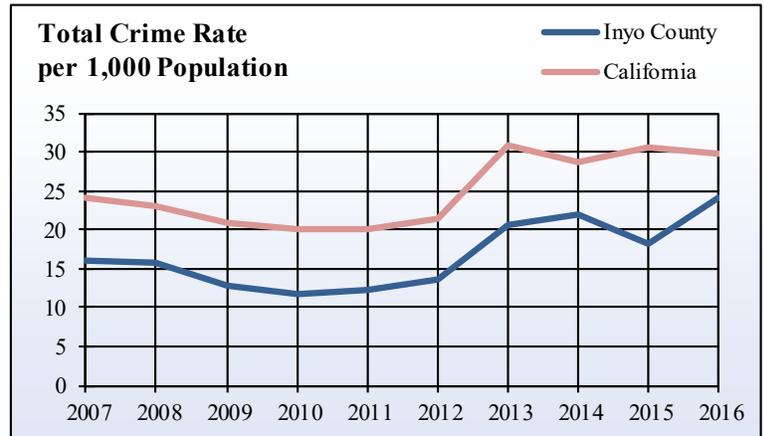
This indicator provides data on property, violent, and total crime rates for Inyo county. A county's crime rate is the number of reported crimes per 1,000 residents. These data are reported by the California Department of Justice and reflect all misdemeanor and felony reports, but do not include reports for minor violations and infractions.

How is it used?

The relative level of criminal activity in a county is a major factor in how residents perceive their quality of life. An area with a high crime rate is often seen as a much less attractive place to live than one with a low rate. However, crime rates are also dependent on other factors besides the actual incidence of criminal activity, such as the willingness of residents to report crimes to police and overall population density. Crime rates are also generally correlated with the spatial concentration of disadvantages, such as poverty and unemployment.



The Inyo County total crime rate fluctuated between 8 and 11 percent between 2007 and 2011, before increasing considerably in 2013. The county's total crime rate was at its highest in 2016, though rates for this and other years consistently remained lower than the statewide total crime rate from 2007-2016.



Crime Rate per 1,000 Population, Inyo County

Year	Property Crime Rate		Violent Crime Rate		Total Crime Rate	
	County	California	County	California	County	California
2007	8.7	18.8	7.3	5.3	16.1	24.1
2008	11.3	18.0	4.6	5.1	15.9	23.0
2009	8.4	16.2	4.3	4.7	12.7	20.9
2010	8.0	15.8	3.7	4.4	11.8	20.2
2011	8.5	15.9	3.6	4.2	12.2	20.0
2012	9.3	17.2	4.5	4.3	13.8	21.5
2013	16.6	26.8	4.0	4.0	20.6	30.8
2014	16.3	24.8	5.7	4.0	22.0	28.7
2015	12.9	26.3	5.2	4.3	18.1	30.6
2016	17.9	25.5	6.1	4.2	24.0	29.7

Source: California Department of Justice, Criminal Justice Statistics Center

Property Crimes, Inyo County

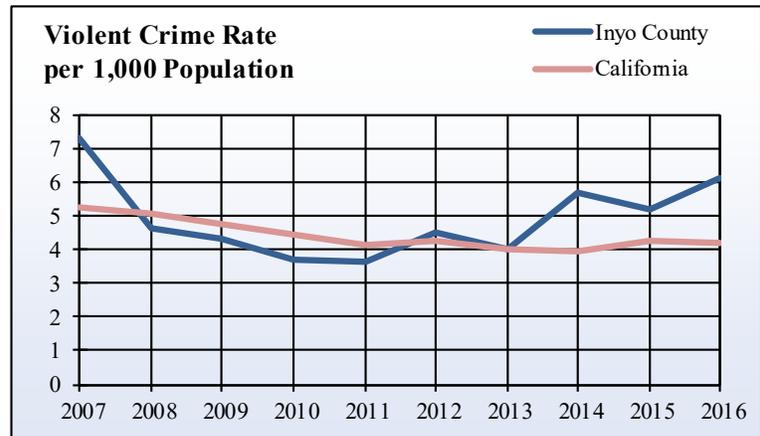
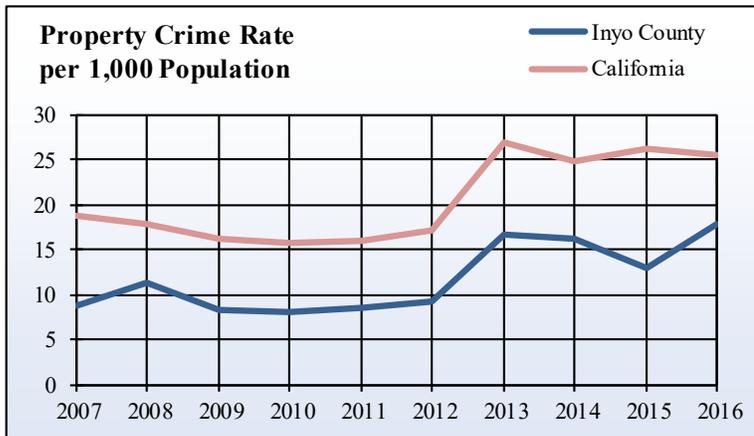
Year	Burglary	Motor Vehicle		Larceny Over \$400	Total
		Theft			
2007	46	23		92	161
2008	110	30		68	208
2009	75	18		61	154
2010	81	20		48	149
2011	84	14		61	159
2012	103	11		57	171
2013	98	18		76	192
2014	94	15		79	188
2015	53	31		53	137
2016	98	33		69	200

Source: California Department of Justice, Criminal Justice Statistics Center

Violent Crimes, Inyo County

Year	Homicide	Forcible		Aggravated Assault	Total
		Rape	Robbery		
2007	0	2	4	129	135
2008	0	1	3	81	85
2009	2	11	7	60	80
2010	0	4	4	61	69
2011	1	8	4	55	68
2012	0	4	4	75	83
2013	0	7	5	63	75
2014	0	14	3	89	106
2015	0	9	11	77	97
2016	1	8	10	95	114

Source: California Department of Justice, Criminal Justice Statistics Center



Voter Registration and Participation

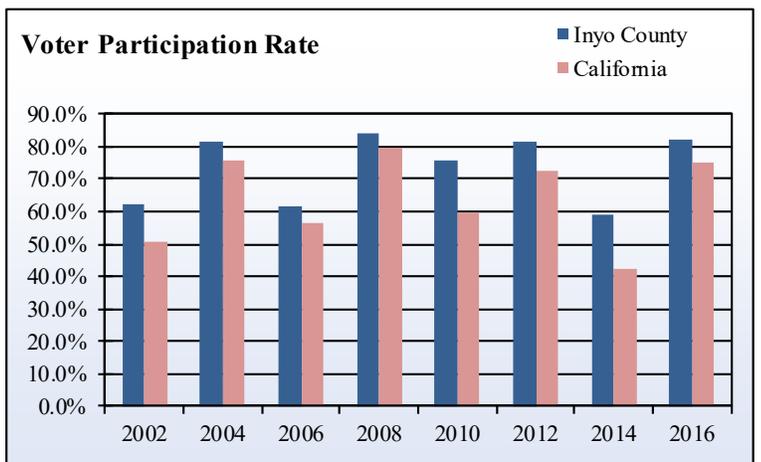
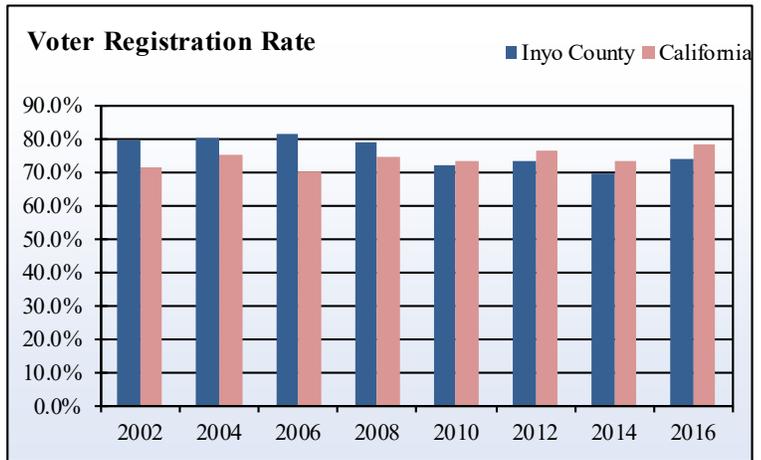
What is it?

This indicator provides data on the number of individuals who registered to vote and who participated in state and federal elections during major election years. Data for the previous (even) election year are collected and reported by the California Secretary of State every two (odd) years on February 10th.

How is it used?

Voter registration in California is now built into many other social service processes, such as receiving a state driver's license or identification, in order to promote enfranchisement and electoral participation. The differential between voter registration and participation is therefore a good indicator of how engaged a county population is with the overall electoral process. Large differences between the voting-age population and the number of registered/participating individuals may also indicate potential issues in accessing electoral resources and reaching local voting centers.

Voter registration rates in Inyo County varied considerably between 2002-2016 and became lower than the statewide rate after 2010. Between 2002 and 2016 Inyo County experienced a greater percentage of voter participation, when compared to the statewide average. Both Inyo County and California as a whole experienced sizeable decreases in voter participation in 2014, though Inyo County's was less severe than California's.



Voter Participation in General Elections, Inyo County

Year	Eligible to Register	Registered Voters	Total Voters	Registration Rate	Participation Rate
2002	13,078	10,387	6,459	79.4%	62.2%
2004	13,335	10,709	8,726	80.3%	81.5%
2006	13,277	10,769	6,627	81.1%	61.5%
2008	13,013	10,258	8,625	78.8%	84.1%
2010	13,019	9,406	7,124	72.2%	75.7%
2012	13,583	9,956	8,146	73.3%	81.8%
2014	13,668	9,500	5,592	69.5%	58.9%
2016	13,771	10,167	8,342	73.8%	82.0%

Source: California Secretary of State, Elections Divisions



INDUSTRY INDICATORS

Industry indicators show the status and growth of key industries is linked to economic growth. Most economic development efforts in rural California focus on some, if not all, of these industries. Their growth is linked with the environmental, economic, and social improvement of many rural California communities.



Between 2007 and 2016, agricultural jobs have grown slightly from 103 in 2007 to 132 as of 2016. Inyo County had a utilities and energy sector that was significantly larger than other counties in California in terms of its proportional representation, owing in large part to the presence of the Los Angeles Department of Water and Power in the county. Over 2 percent of jobs in the county are provided by this sector as of 2016. Inyo County has a relatively average construction sector when compared to other counties in California. Construction jobs have dropped from 588 in 2007 to 485 in 2016, a decline of 17.5 percent. The number of manufacturing jobs in Inyo County experienced a significant increase in 2009. Inyo County experienced fluctuations but an overall increase in the number of travel/recreation jobs. Travel and recreation jobs in Inyo County remained an important part of the local economy between 2007 and 2016, accounting for between 15 to 17 percent of total employment. Inyo County experienced a gradual decline in the number of retail jobs, though this trend began to reverse in 2015. Retail jobs made up a slightly larger percent of the total number jobs in Inyo County when compared to the statewide average. Government employment is a substantial economic sector in Inyo County. Government employment increased slowly between 2007 and 2012, but declined somewhat between 2013 and 2016. Nevertheless, government jobs have consistently made up a significantly higher percent of total employment in Inyo County when compared to the statewide average.



Agricultural earnings figures grew considerably, from \$5.7 million in 2007 to \$119.5 million as of 2016. Energy and utility jobs bring in over three percent of annual countywide earnings. Energy and utility earnings have increased as an overall percentage of the economy, growing from \$16.3 million in 2007 to \$30.9 million in 2016. Construction earnings have remained more stable over the past ten years, staying around \$30 million, but decreasing as a percentage of the county's economy following statewide trends. Manufacturing earnings are much more considerable and have grown since 2014 to reach almost 21 percent of total county earnings. Fluctuations in employment totals in travel and recreation have also generated considerable growth in earnings in 2015 and 2016. When compared to the rest of California, earnings from travel and recreation employment in Inyo County have remained much more central to the economic health of the county. Retail earnings in Inyo County actually increased, though not at the same rate as statewide earnings. Government worker earnings in Inyo County exhibited consistent year to year growth between 2007 and 2015, and declined only slightly in 2016, when they represented over 36 percent of total county earnings.

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Agriculture Jobs

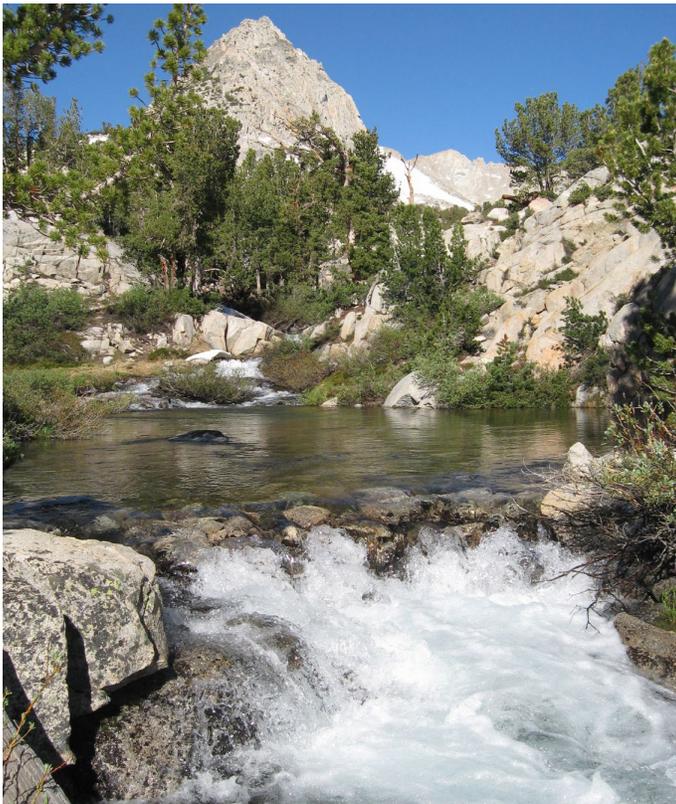
What is it?

The agricultural sector of the economy has a vast effect on the economy of many rural areas. When there is a change in agricultural production in such areas, it can often lead to subsequent changes in overall jobs and income. Data on agricultural jobs and income are provided to show how county residents benefit from agriculture when compared to other industries.

How is it used?

Agriculture is typically a base industry: one that is responsible for bringing in revenue from outside the county to support the local economy. Changes to agricultural employment and earnings can therefore indicate the potential for further changes in other industry sectors where agriculture comprises a major portion of the local economy.

Forestry and agriculture are small, but important components of Inyo County's economy. The sector represents just over one percent of all jobs in the county as of 2016 (just above the state average). Agricultural jobs have grown slightly over the past ten years, from 103 in 2007 to 132 as of 2016. Earnings figures grew considerably as well, from \$5.7 million in 2010 to \$119.5 million as of 2016.

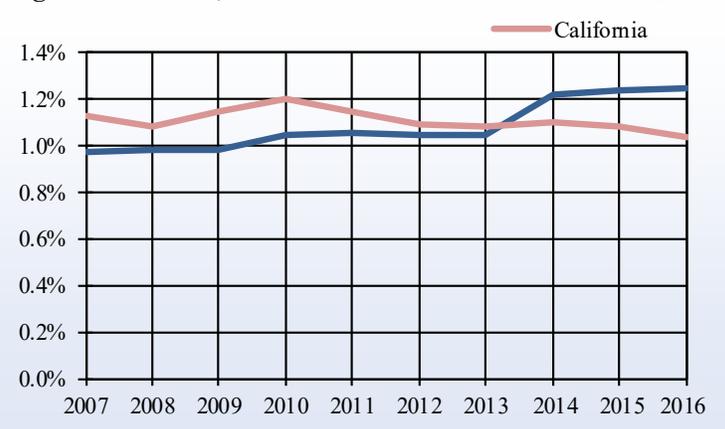


Agriculture Jobs, Inyo County

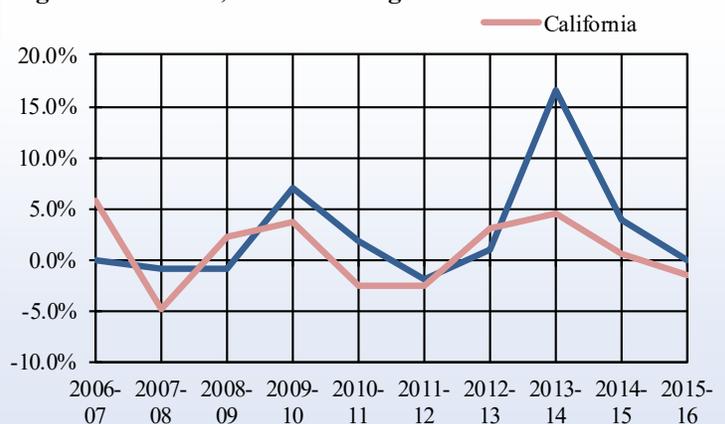
Year	Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	103	1.0%	1.1%	0.0%	5.7%
2008	102	1.0%	1.1%	-1.0%	-4.9%
2009	101	1.0%	1.1%	-1.0%	2.2%
2010	108	1.0%	1.2%	6.9%	3.7%
2011	110	1.1%	1.1%	1.9%	-2.5%
2012	108	1.0%	1.1%	-1.8%	-2.6%
2013	109	1.1%	1.1%	0.9%	3.2%
2014	127	1.2%	1.1%	16.5%	4.6%
2015	132	1.2%	1.1%	3.9%	0.6%
2016	132	1.2%	1.0%	0.0%	-1.4%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Agriculture Jobs, Percent of Total



Agriculture Jobs, 1-Year Change



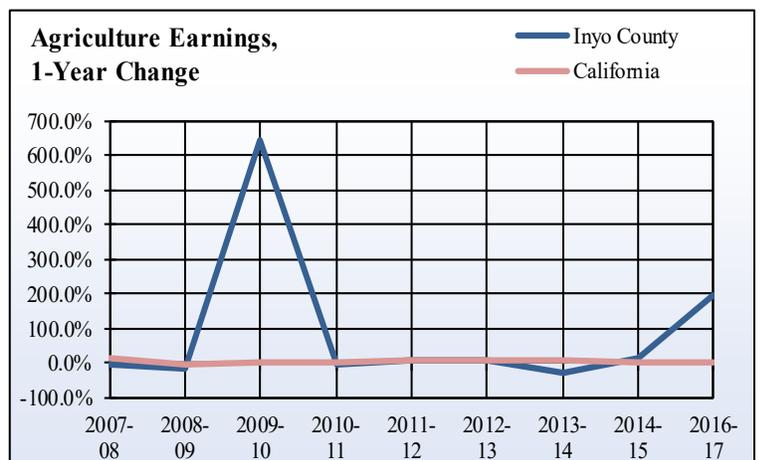
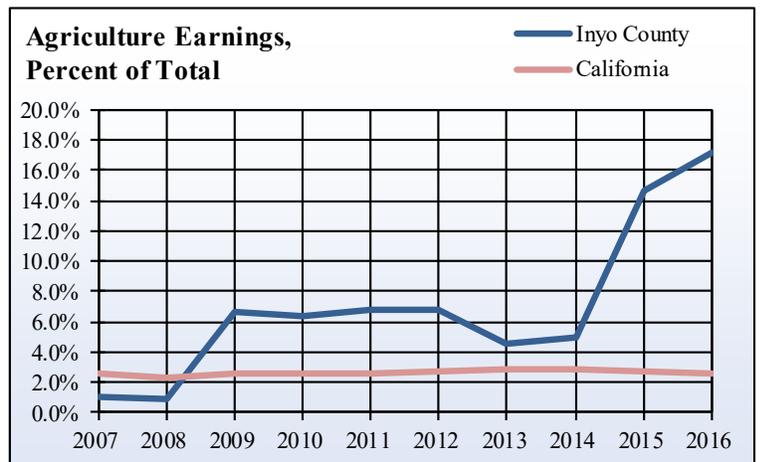
Agriculture Earnings



Agriculture Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$ 5,777	1.1 %	2.5%	-1.3%	12.1%
2008	\$ 4,988	0.9 %	2.4%	-13.7%	-6.4%
2009	\$ 37,063	6.6 %	2.6%	643.0%	3.4%
2010	\$ 35,234	6.4 %	2.6%	-4.9%	3.1%
2011	\$ 38,197	6.8 %	2.6%	8.4%	8.1%
2012	\$ 40,359	6.8 %	2.7%	5.7%	9.9%
2013	\$ 28,834	4.6 %	2.9%	-28.6%	9.5%
2014	\$ 33,367	5.0 %	2.8%	15.7%	2.0%
2015	\$ 97,975	14.6 %	2.8%	193.6%	4.6%
2016	\$ 119,461	17.2 %	2.6%	21.9%	-0.7%

Source: U.S. Department of Commerce, Bureau of Economic Analysis
 *Revised estimates for 2001-2014 were recently released by the BEA, therefore data may not be directly comparable to previous years.



Energy and Utilities Jobs

What is it?

Energy and utilities jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

Like agriculture, energy and utilities often comprise a base industry in rural counties and are thus a valuable indicator of broader potential changes to a county economy.

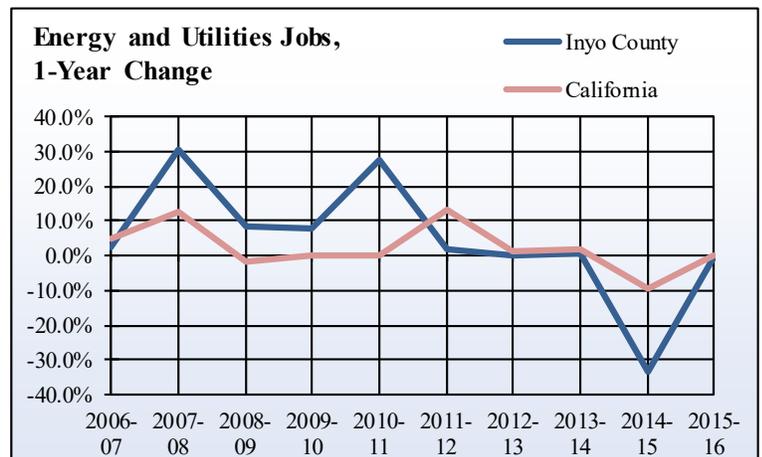
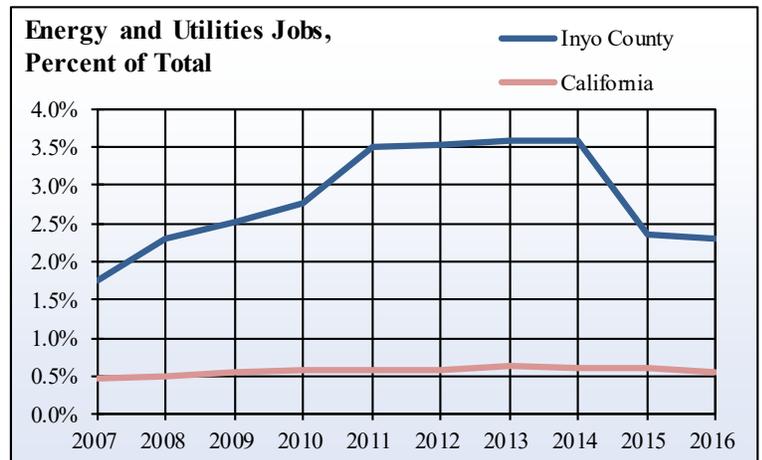
Inyo County has a utilities and energy sector that is significantly larger than other counties in California in terms of its proportional representation, owing in large part to the presence of the Los Angeles Department of Water and Power in the county. Over 2 percent of jobs in the county are provided by this sector as of 2016, and the industry brings in over three percent of annual industry earnings. The number of jobs in the sector has grown slowly over the past ten years, but with a significant decline in 2015 and 2016. Earnings have increased as an overall percentage of the economy, growing from \$16.3 million in 2007 to \$30.9 million in 2016.

Energy and Utilities Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	187	1.8%	0.5%	2.7%	5.0%
2008	244	2.3%	0.5%	30.5%	12.6%
2009	264	2.5%	0.6%	8.2%	-1.8%
2010	284	2.8%	0.6%	7.6%	0.4%
2011	362	3.5%	0.6%	27.5%	0.1%
2012	369	3.5%	0.6%	1.9%	13.5%
2013	369	3.6%	0.6%	0.0%	1.3%
2014	372	3.6%	0.6%	0.8%	1.7%
2015	247	2.4%	0.6%	-33.6%	-9.3%
2016	246	2.3%	0.5%	-0.4%	0.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

*Note: (D) Withheld disclosure of confidential business data



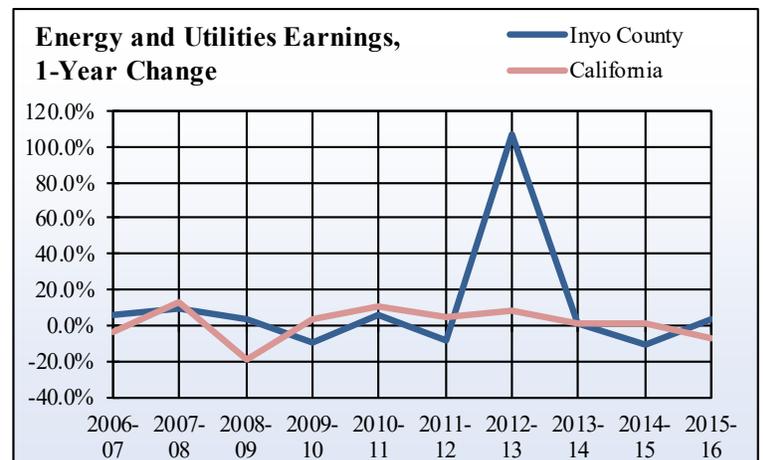
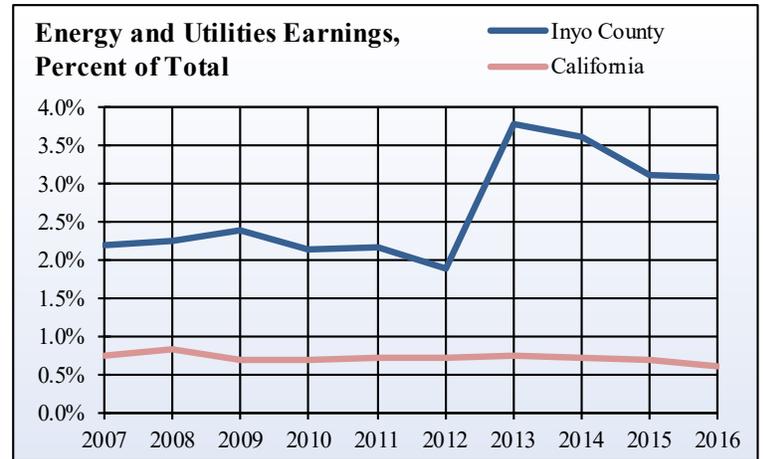
Energy and Utilities Earnings



Energy and Utilities Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$ 16,381	2.2%	0.7%	6.0%	-3.2%
2008	\$ 17,840	2.3%	0.8%	8.9%	13.0%
2009	\$ 18,448	2.4%	0.7%	3.4%	-19.3%
2010	\$ 16,572	2.1%	0.7%	-10.2%	3.9%
2011	\$ 17,502	2.2%	0.7%	5.6%	10.5%
2012	\$ 15,975	1.9%	0.7%	-8.7%	4.8%
2013	\$ 32,991	3.8%	0.8%	106.5%	8.7%
2014	\$ 33,504	3.6%	0.7%	1.6%	1.5%
2015	\$ 29,948	3.1%	0.7%	-10.6%	1.5%
2016	\$ 30,941	3.1%	0.6%	3.3%	-6.8%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Construction Jobs

What is it?

Construction jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

Construction is often a leading indicator of economic growth, as the industry creates new and improved infrastructure for homes, businesses, and community and government institutions. Furthermore, the construction industry provides employment for a large number of blue-collar workers and generally does not require high educational attainment for entry-level employment.

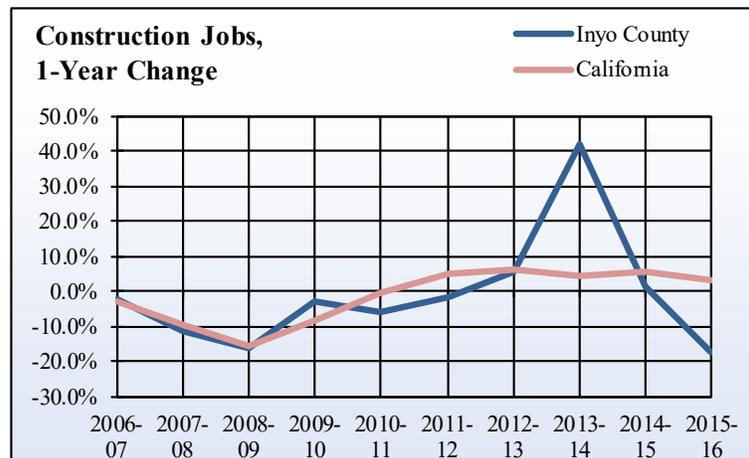
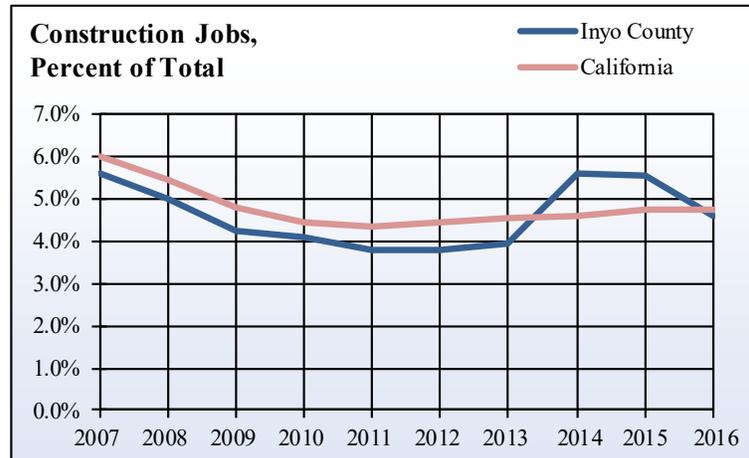
Inyo County has a relatively average construction sector when compared to other counties in California. Construction jobs have declined somewhat from 588 in 2007 to 485 in 2016 (a decline of 17.5 percent). Construction earnings have remained more stable over the past ten years, remaining at roughly \$30 million between 2007 and 2016, but decreased by a substantial 22 percent in 2016 to just above 4 percent of total county earnings.



Construction Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	588	5.6%	6.0%	-2.2%	-3.2%
2008	520	5.0%	5.5%	-11.6%	-9.6%
2009	434	4.2%	4.8%	-16.5%	-15.6%
2010	420	4.1%	4.4%	-3.2%	-8.1%
2011	395	3.8%	4.3%	-6.0%	-0.6%
2012	389	3.8%	4.4%	-1.5%	4.9%
2013	410	3.9%	4.5%	5.4%	6.0%
2014	583	5.6%	4.6%	42.2%	4.4%
2015	590	5.5%	4.7%	1.2%	5.8%
2016	485	4.6%	4.7%	-17.8%	3.3%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Construction Earnings

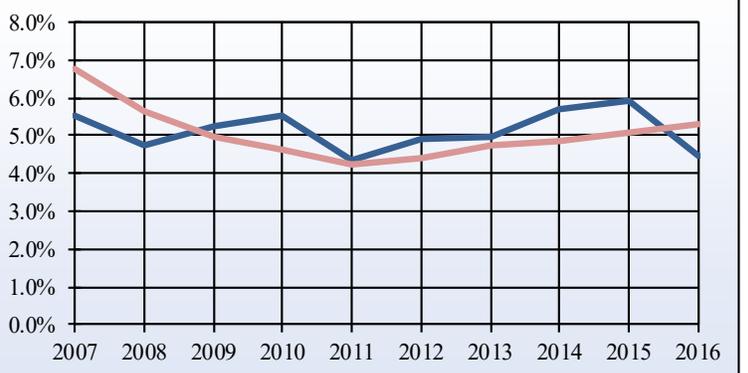


Construction Earnings (in Thousands), Inyo County

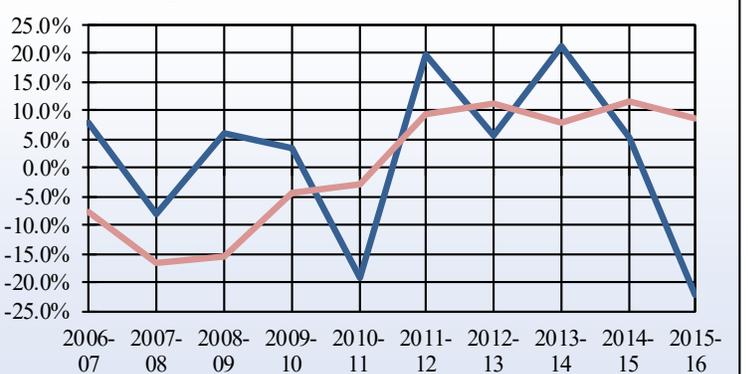
Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$29,974	5.5%	6.8%	8.0%	-7.7%
2008	\$27,510	4.7%	5.6%	-8.2%	-16.7%
2009	\$29,220	5.2%	5.0%	6.2%	-15.5%
2010	\$30,242	5.5%	4.6%	3.5%	-4.5%
2011	\$24,486	4.4%	4.2%	-19.0%	-3.0%
2012	\$29,382	4.9%	4.4%	20.0%	9.3%
2013	\$31,091	5.0%	4.7%	5.8%	11.2%
2014	\$37,657	5.7%	4.9%	21.1%	7.8%
2015	\$39,634	5.9%	5.1%	5.3%	11.8%
2016	\$30,896	4.4%	5.3%	-22.0%	8.6%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Construction Earnings, Percent of Total



Construction Earnings, 1-Year Change



Manufacturing Jobs

What is it?

Manufacturing is the mechanical, physical, or chemical transformation of materials, substances, or components into new products, and it encompasses a wide variety of specific processes and inputs. Manufacturing jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

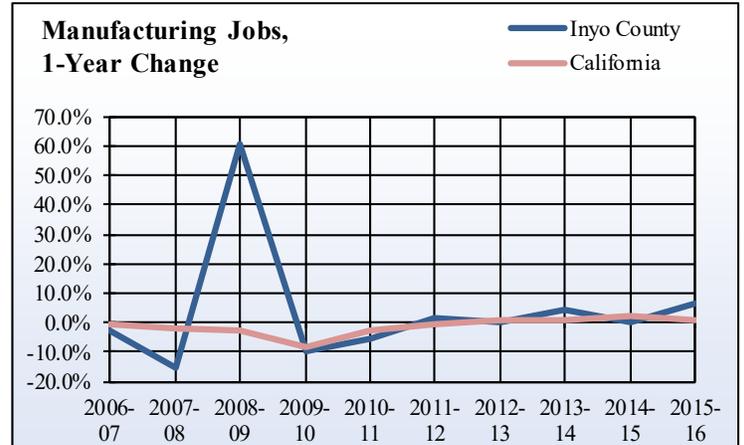
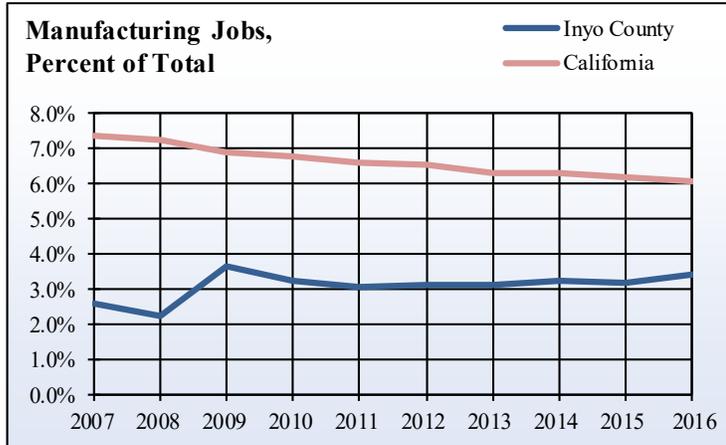
Manufacturing is usually an economic base industry, making it an important indicator of changes to a county's economy. Counties that have a solid manufacturing base of export goods benefit from the outside revenue that these businesses bring into the county.

The number of manufacturing jobs in Inyo County experienced a significant increase in 2009. From 2007-2016, manufacturing jobs in Inyo County made up a much smaller portion of the county's jobs when compared to the statewide average. Manufacturing earnings are much more considerable and have grown since 2014 to reach almost 21 percent of total county earnings.

Manufacturing Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	276	2.6%	7.4%	-2.8%	-0.4%
2008	233	2.2%	7.3%	-15.6%	-1.8%
2009	375	3.6%	6.9%	60.9%	-3.0%
2010	338	3.3%	6.8%	-9.9%	-8.4%
2011	320	3.1%	6.6%	-5.3%	-2.7%
2012	325	3.2%	6.5%	1.6%	-0.3%
2013	326	3.1%	6.3%	0.3%	0.8%
2014	340	3.3%	6.3%	4.3%	0.6%
2015	341	3.2%	6.2%	0.3%	2.3%
2016	362	3.4%	6.1%	6.2%	1.1%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

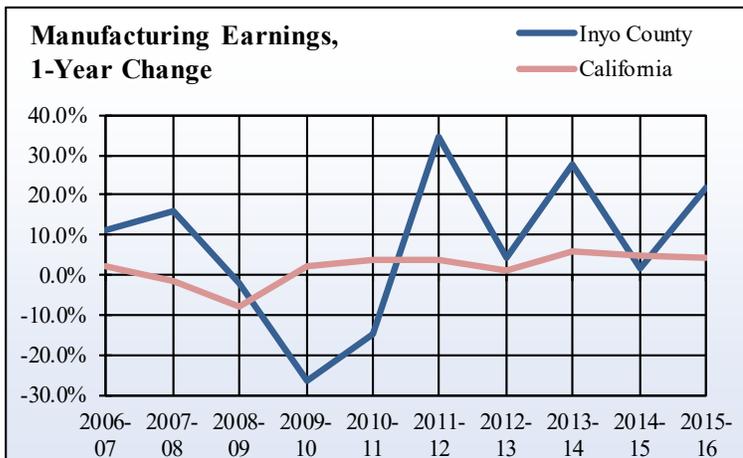
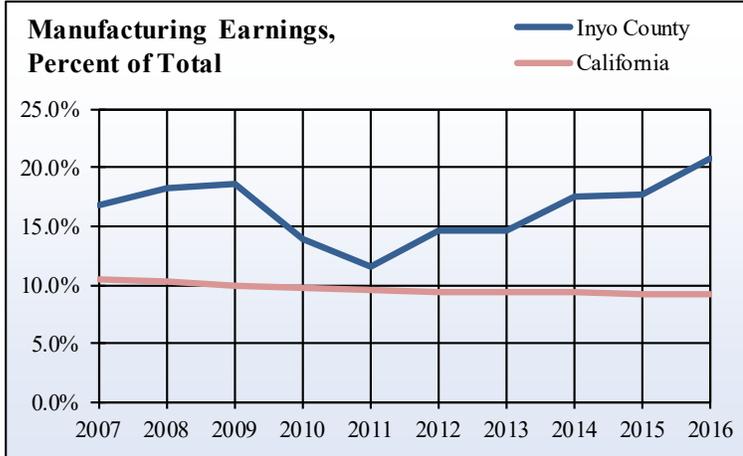
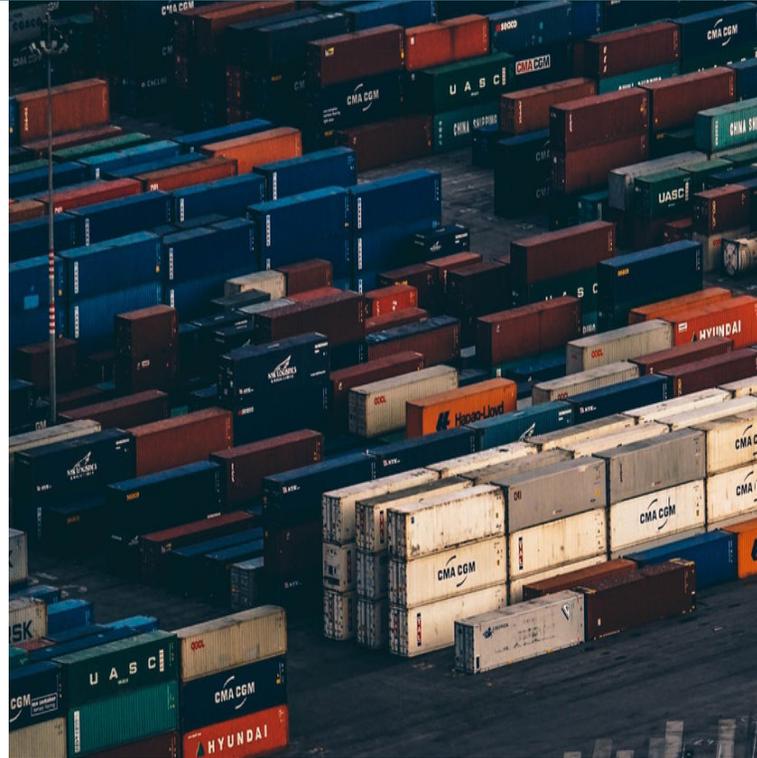


Manufacturing Earnings

Manufacturing Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$91,744	16.9%	10.5%	11.3%	2.0%
2008	\$106,323	18.3%	10.3%	15.9%	-1.6%
2009	\$104,208	18.7%	9.9%	-2.0%	-7.9%
2010	\$76,495	14.0%	9.8%	-26.6%	1.9%
2011	\$65,297	11.6%	9.6%	-14.6%	3.8%
2012	\$87,900	14.7%	9.5%	34.6%	4.0%
2013	\$91,545	14.7%	9.3%	4.1%	1.1%
2014	\$116,616	17.6%	9.4%	27.4%	5.7%
2015	\$118,327	17.6%	9.2%	1.5%	4.6%
2016	\$143,952	20.7%	9.2%	21.7%	4.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Travel and Recreation Jobs

What is it?

This indicator presents data on jobs and earnings within the travel and recreation industry provided by the U.S. Department of Commerce.

How is it used?

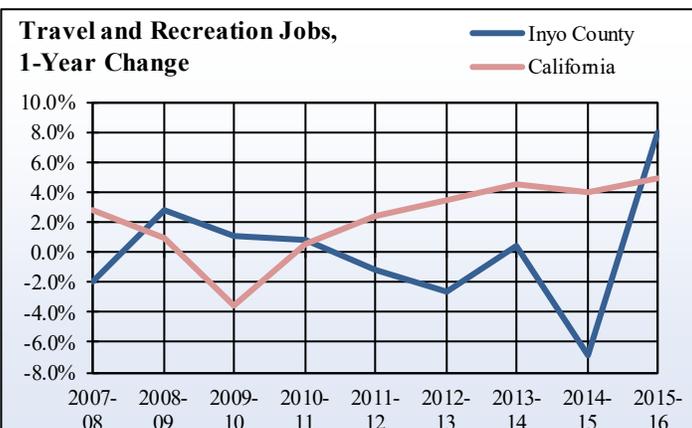
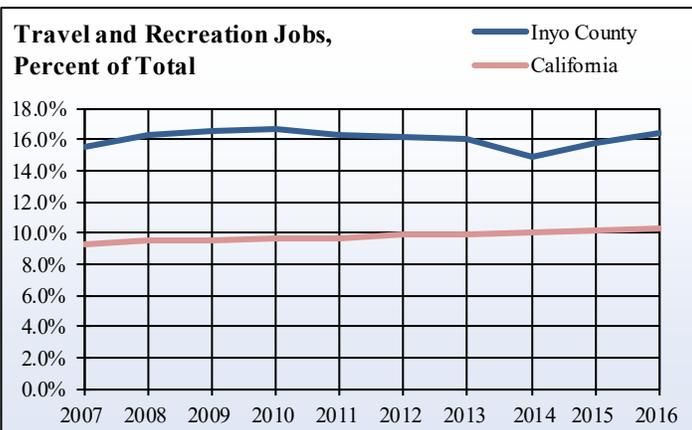
Visitor-serving industries are often an important economic base industry because they attract spending from outside of the area. This makes travel and recreation industry performance an important local economic indicator. Because the industry is generally dependent on others' discretionary income levels, travel and recreation jobs and earnings are often more sensitive to economic downturns or recessions than those in other base industries.

Travel and recreation jobs in Inyo County remained an important part of the local economy between 2007 and 2016, accounting for between 15 to 17 percent of total employment. Fluctuations in employment totals in this sector have also generated fluctuation in total earnings in this sector, with considerable growth in earnings in 2015 and 2016. When compared to the rest of California, earnings from travel and recreation employment in Inyo County have remained much more central to the economic health of the county.

Travel and Recreation Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	1,646	15.6%	9.3%	-2.0%	2.8%
2008	1,693	16.2%	9.5%	2.9%	0.9%
2009	1,712	16.6%	9.6%	1.1%	-3.6%
2010	1,726	16.7%	9.7%	0.8%	0.5%
2011	1,705	16.3%	9.7%	-1.2%	2.5%
2012	1,661	16.1%	9.9%	-2.6%	3.4%
2013	1,667	16.1%	9.9%	0.4%	4.5%
2014	1,552	14.9%	10.0%	-6.9%	4.0%
2015	1,676	15.7%	10.2%	8.0%	4.9%
2016	1,743	16.4%	10.3%	4.0%	3.1%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



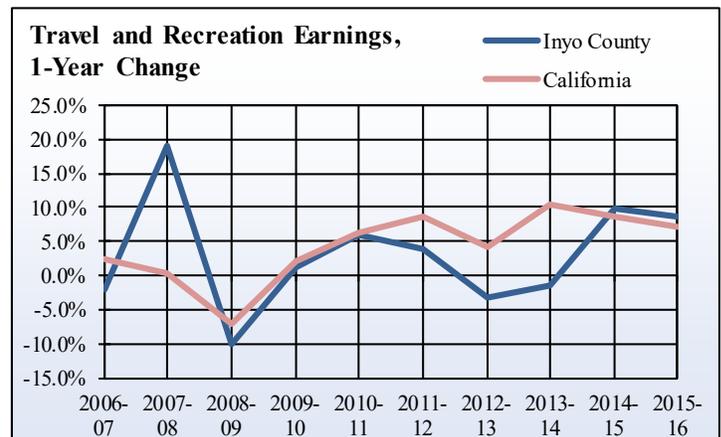
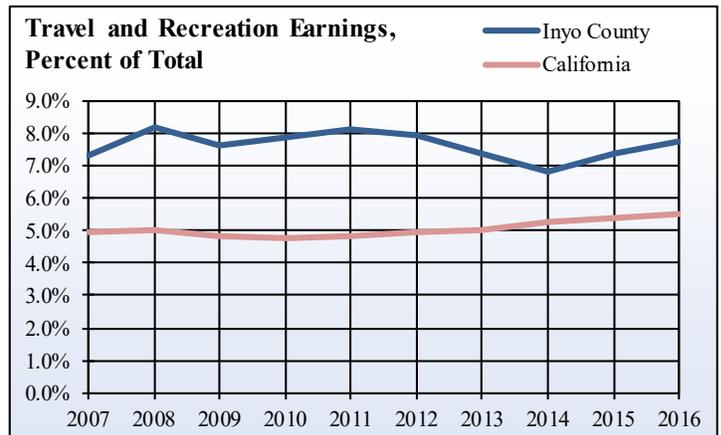
Travel and Recreation Earnings



Travel and Recreation Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$ 39,751	7.3%	5.0%	-2.1%	2.5%
2008	\$ 47,305	8.1%	5.0%	19.0%	0.4%
2009	\$ 42,520	7.6%	4.8%	-10.1%	-7.2%
2010	\$ 42,997	7.9%	4.8%	1.1%	2.1%
2011	\$ 45,548	8.1%	4.8%	5.9%	6.4%
2012	\$ 47,325	7.9%	5.0%	3.9%	8.8%
2013	\$ 45,745	7.3%	5.0%	-3.3%	4.3%
2014	\$ 45,053	6.8%	5.3%	-1.5%	10.6%
2015	\$ 49,507	7.4%	5.4%	9.9%	8.5%
2016	\$ 53,740	7.7%	5.5%	8.6%	7.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Retail Jobs

What is it?

Retail jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

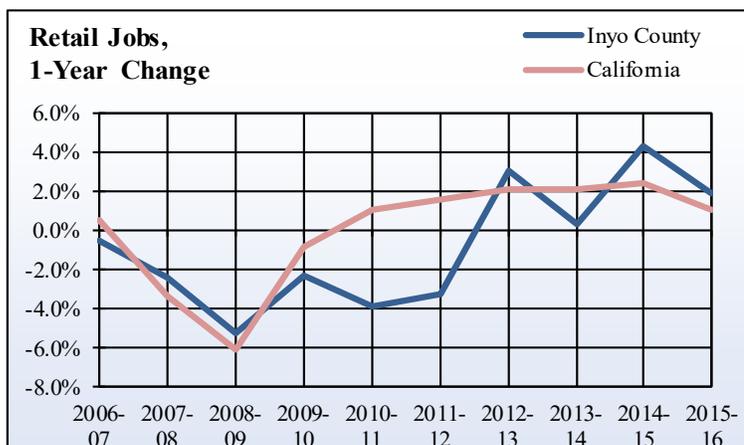
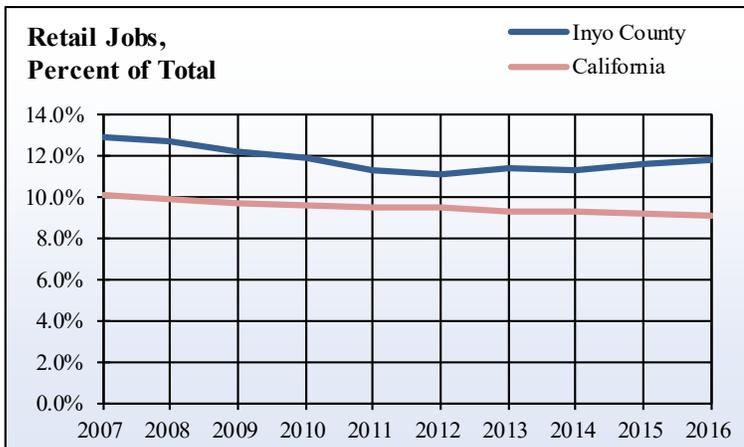
The bulk of most retail sales are made to individuals who are living within the local area, as opposed to those visiting from outside the area. Retail activity is traditionally most impacted by changes in base industries like agriculture and manufacturing and can thus serve as an indicator of change in these sectors. Retail is also one of the largest industry sectors in many local economies.

Between 2007 and 2016, Inyo County experienced a gradual decline in the number of retail jobs, though this trend began to reverse in 2015. Retail jobs have generally constituted a slightly larger percent of total employment in Inyo County when compared to the statewide average. Retail earnings in Inyo County decreased considerably during the recession period but have since increased to exceed pre-recession levels with a notable 8 percent growth in earnings in 2016.

Retail Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	1,359	12.9%	10.1%	-0.5%	0.5%
2008	1,326	12.7%	9.9%	-2.4%	-3.3%
2009	1,257	12.2%	9.6%	-5.2%	-6.1%
2010	1,228	11.9%	9.6%	-2.3%	-0.8%
2011	1,181	11.3%	9.5%	-3.8%	1.0%
2012	1,143	11.1%	9.5%	-3.2%	1.6%
2013	1,178	11.3%	9.3%	3.1%	2.1%
2014	1,182	11.3%	9.2%	0.3%	2.1%
2015	1,233	11.6%	9.2%	4.3%	2.4%
2016	1,256	11.8%	9.1%	1.9%	1.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

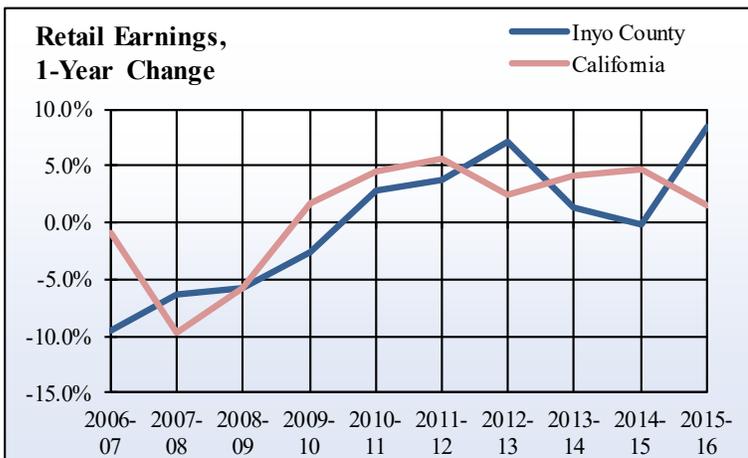
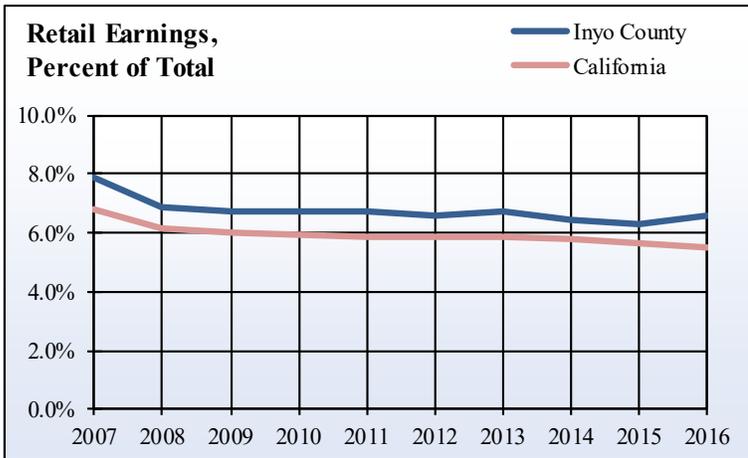


Retail Earnings

Retail Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$ 42,584	7.8 %	6.8 %	- 9.6 %	- 0.9 %
2008	\$ 39,898	6.9 %	6.1 %	- 6.3 %	- 9.7 %
2009	\$ 37,605	6.7 %	6.0 %	- 5.7 %	- 5.8 %
2010	\$ 36,648	6.7 %	5.9 %	- 2.5 %	1.8 %
2011	\$ 37,680	6.7 %	5.9 %	2.8 %	4.4 %
2012	\$ 39,121	6.6 %	5.9 %	3.8 %	5.6 %
2013	\$ 41,921	6.7 %	5.8 %	7.2 %	2.4 %
2014	\$ 42,489	6.4 %	5.8 %	1.4 %	4.1 %
2015	\$ 42,391	6.3 %	5.7 %	- 0.2 %	4.8 %
2016	\$ 45,970	6.6 %	5.5 %	8.4 %	1.5 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Government Jobs

What is it?

Government jobs and income are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

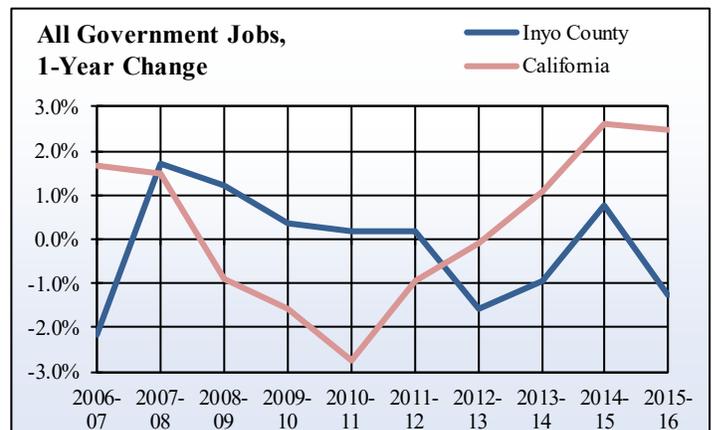
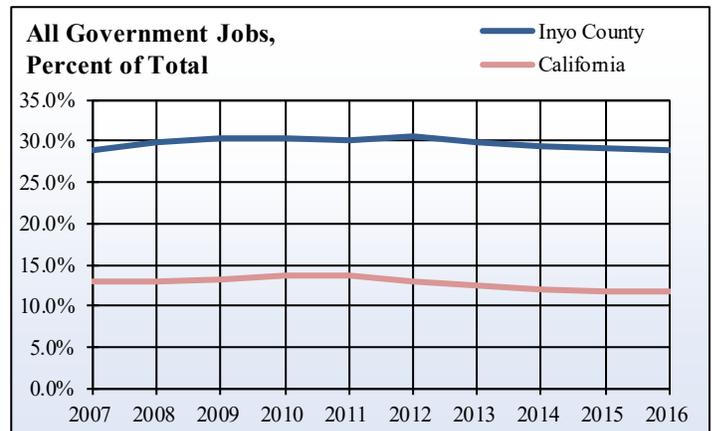
Because government institutions often comprise a large portion of the local economy, especially in rural counties, increases or decreases in government spending can have a direct impact on the county economy.

Government employment is a substantial economic sector in Inyo County. Government employment increased slowly between 2007 and 2012, but declined somewhat between 2013 and 2016. Nevertheless, government jobs have consistently made up a significantly higher percent of total employment in Inyo County when compared to the statewide average. Government worker earnings in Inyo County exhibited consistent year to year growth between 2007 and 2015, and declined only slightly in 2016, when they represented over 36 percent of total county earnings.

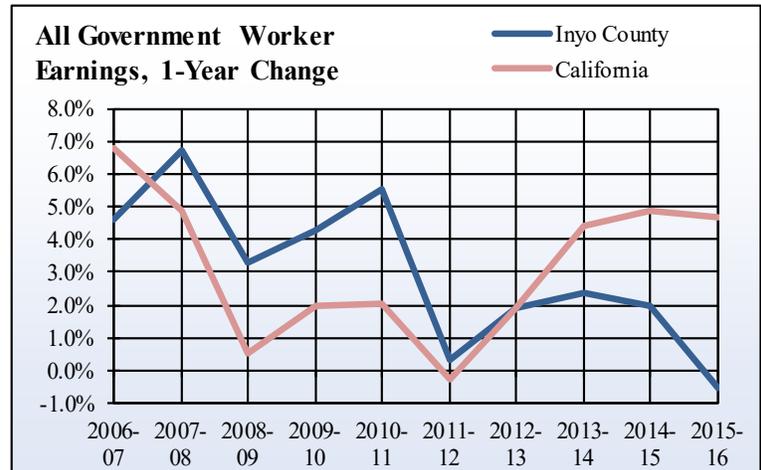
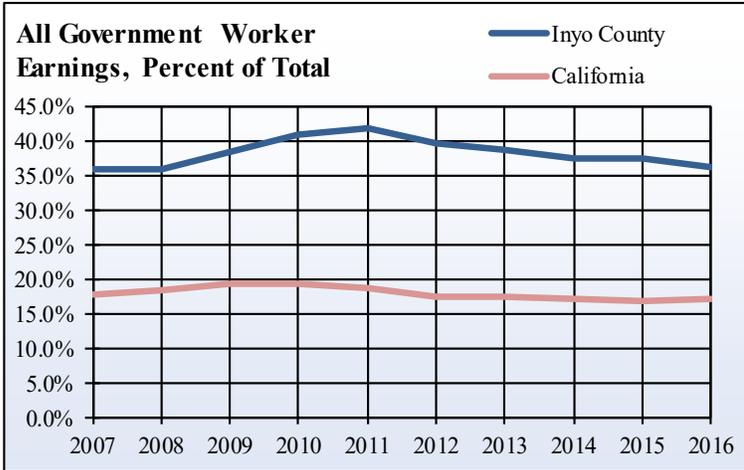
All Government Worker Jobs, Inyo County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2007	3,047	28.9%	13.0%	-2.2%	1.7%
2008	3,099	29.7%	13.0%	1.7%	1.5%
2009	3,136	30.4%	13.3%	1.2%	-0.9%
2010	3,147	30.4%	13.7%	0.4%	-1.6%
2011	3,152	30.2%	13.6%	0.2%	-2.7%
2012	3,157	30.6%	13.0%	0.2%	-1.0%
2013	3,107	29.9%	12.6%	-1.6%	-0.1%
2014	3,077	29.5%	12.1%	-1.0%	1.1%
2015	3,101	29.1%	11.9%	0.8%	2.6%
2016	3,062	28.8%	11.9%	-1.3%	2.5%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Government Earnings



Government Worker Earnings (in Thousands), Inyo County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2007	\$194,563	35.8%	17.8%	4.6%	6.8%
2008	\$207,583	35.8%	18.6%	6.7%	4.9%
2009	\$214,423	38.4%	19.4%	3.3%	0.5%
2010	\$223,588	40.8%	19.2%	4.3%	2.0%
2011	\$235,935	41.9%	18.6%	5.5%	2.0%
2012	\$236,751	39.7%	17.6%	0.3%	-0.3%
2013	\$241,226	38.7%	17.4%	1.9%	1.9%
2014	\$246,903	37.3%	17.3%	2.4%	4.4%
2015	\$251,772	37.5%	17.0%	2.0%	4.9%
2016	\$250,502	36.1%	17.1%	-0.5%	4.7%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

PHOTO CREDITS

The Center for Economic Development would like to thank the contributors of the photos. Many of the photos were cropped in the making of this booklet. If you would like to find out where the photos originated, please contact the Center for Economic Development at 530-898-4598.

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Gio, Page 3

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Action Item No. 6
Amendment to OWP



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante
Executive Director

STAFF REPORT

MEETING: November 16, 2022

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Action Item No. 6

Action Item

Request that your Commission approve Resolution No. 2022-11 to amend the Overall Work Program (OWP) for the 2022/2023 Fiscal Year; and authorize the Executive Director to complete paperwork necessary to conduct this amendment. This amendment will revise the Expenditure Summary Table and the cost amount for four work elements to reflect the carryover of \$57,500 from FY 2021-2022 into FY 2022-2023.

Discussion

The Inyo County Local Transportation Commission did not fully expend its Rural Planning Assistance funds from FY 2021-2022. The LTC is allowed to carry over unexpended RPA revenue (no more than 25%) into the next fiscal year, which requires an amendment to the OWP work elements. This OWP amendment will formalize the carryover of \$57,500 into the current fiscal year. Caltrans District 9 staff has been contacted and concurs with the amendment.

Recommended Action

Request your Commission approve increasing OWP work element 100.1 by \$7,000 to reflect actual staff time more accurately in the preparation of staff reports, agendas, minutes, correspondence, and maintaining files and records.

Staff is requesting authorization to amend the OWP Work Element 400.1 by \$32,000 in anticipation of increased staff time in the development of two grant proposals, 1) for the upcoming Sustainable Transportation Planning grant (EV), and 2) the Cycle 7 ATP grant. In addition to the two grants, in anticipation of future grant opportunities, staff will propose a new contract with the Center for Economic Development, extension of CSU, Chico, to prepare an economic and demographic profile for Inyo County, with an emphasis on specific data by tribe and by community. This will cost \$7,850, and additional staff time is anticipated associated with this task.

Staff recommends adding \$3,000 to Work Element 510.1 in anticipation of increased staff time in the update of the 2023 RTP.

Staff recommends adding \$15,500 to Work Element 600.1 to cover increased staff time to conduct sampling of the City of Bishop, and to update the City’s pavement management report, and to collect data that had been missed in prior years due to lack of dedicated staff.

WORK ELEMENT		FUNDING SOURCE				TOTAL
Number	Description	RPA	Amendme nt No. 1 C- O \$57,500	LTF	PPM	
100.1	Compliance and Oversight	\$90,000	\$7,000			\$97,000
110.1	Overall Work Program	\$15,000				\$15,000
200.1	Regional Transportation Improvement Program	\$10,000				\$10,000
300.1	Administer Transit			\$79,214		\$79,214
310.1	Coordinate Transit Services			\$10,000		\$10,000
400.1	Project Development & Monitoring	\$25,000	\$32,000			\$57,000
500.1	Regional Transportation Plan Coordination & Regional Planning	\$25,000				\$25,000
510.1	Regional Transportation Plan	\$45,000	\$3,000			\$48,000
600.1	PMP/GIS	\$20,000	\$15,500			\$35,500
700.1	Planning, Programming, & Monitoring				\$156,000	\$156,000
	TOTALS	\$230,000*	\$57,500	\$89,214	\$156,000[1]	\$532,714

[1] This will involve the expenditure of PPM funds programmed in FY 20-21, FY 21-22, FY22-23.

Attachments:

- Resolution No. 2022-11
- Agreement with Caltrans stating amount of carryover

California Department of Transportation



DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
(916) 654-2596 | FAX (916) 653-0001 TTY 711
www.dot.ca.gov

September 13, 2022

Mr. Michael Errante
Executive Director
Inyo County Local Transportation Commission
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Michael Errante:

The purpose of this reconciliation letter for fiscal year (FY) 2021-22 is to confirm the unexpended totals in California Rural Planning Assistance (RPA), federally funded, and state funded grants as of June 30, 2022.

Rural Planning Assistance (RPA):	\$57,500.00
----------------------------------	-------------

Total Planning Funds Available:	<u>\$57,500.00</u>
--	---------------------------

Pursuant to the MFTA (section 3.C) and the Regional Planning Handbook (section 4.08); an RTPA cannot carryover more than 25% of its annual RPA allocation. If your agency's certification of expenditures exceeds the 25% allowable carryover, the above amount has been adjusted to reflect this.

Mr. Michael Errante
September 13, 2022
Page 2

Please review the reconciled totals. If in agreement with the balance(s), please sign electronically and email the **electronically signed** letter to Rosie Flores, Federal and Regional Fiscal Oversight Branch Chief at Rosie.Flores@dot.ca.gov.

Please note that in order to remain compliant with FTA Circular 8100.1D and CFR 630.106, all Federally funded carryover must be programmed and received within 90 days of signature.

If you have any questions or need additional information, please contact Adam Weitzmann, district Regional Planning Liaison at Adam.Weitzmann@dot.ca.gov or Alison Terry, Caltrans Headquarters Fund Specialist at Alison.Terry@dot.ca.gov.

Sincerely,

Erin Thompson

Digitally signed by Erin
Thompson
Date: 2022.09.14 13:12:07
-07'00'

Erin Thompson
Chief, Office of Regional and Community Planning
Division of Transportation Planning

Kristen Helton

Digitally signed by Kirsten
J Helton
Date: 2022.09.16 14:04:21
-07'00'

Kristen Helton
Planning Deputy District Director
District 9

I concur with the above balances:



Michael Errante
Executive Director
Inyo County Local Transportation Commission

9/27/22

Date

**Certification of Expenditure (COE) by Fund Source for
Inyo County Local Transportation Commission
PO Drawer Q
Independence, CA 93526**

FY: 2021/22

MFTA #: 74A0790

I certify that I am a duly authorized representative of the Regional Transportation Planning Agencies (RTPAs) and the following statement of fund expenditures is consistent with the terms of the Master Fund Transfer Agreement entered into between the RTPA and the State.

I have attached a copy of the Statement of Expenditures by fund source and work element. Matching funds are identified. The expenditures shown are for work completed in accordance with the Fiscal Year approved Overall Work Program. I certify that all state and federal matching requirements have been met.

Identify the Grant Status as of June 30th as Active or Closed. Closed grants will NOT be reflected on the reconciliation letter and remaining balances will be forfeited.

Funding Source			Reconciled C/o	Annual Allocation	Federal/State Expenditures	Year End Balance	Grant Status (Drop Down Box)	Reconciled TOTAL (based on CLOSED activities)
Rural Planning Assistance (RPA) Funds			\$55,268.88	\$230,000.00	\$225,093.89	\$60,174.99		\$57,500.00
Pursuant to the MFTA(sec 3.C) & Regional Planning Handbook(sec 4.08); an RTPA cannot carryover more than 25% of its annual RPA allocation								
FTA 5304 Strategic Partnership Transit Grants								
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
FHWA SPR Strategic Partnership Grants								
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
RMRA (SB1) Sustainable Communities Grants								
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
PTA Adaptation Planning Grants								
FY	WE #	Title	\$0.00		\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00		\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
RPA Discretionary Grants								
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
SHA Sustainable Communities Grants								
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
FY	WE #	Title	\$0.00	\$0.00	\$0.00	\$0.00	CLOSED	\$0
Total			\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Total FY Eligible State & Federal Balances:			\$55,268.88	\$230,000.00	\$225,093.89	\$60,174.99		\$57,500.00

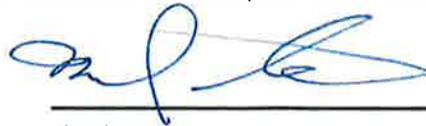
I understand that this represents a final statement of expenditure for FY 2021-22 and no future requests for reimbursement will be processed by the State for payment.

Michael Errante

Name (Please Print)

Executive Director, Inyo County LTC

Title (Please Print)



Signature

8/31/2022

Date

RESOLUTION No. 2022-11

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
(Hereinafter referred to as the ICLTC)**

**A RESOLUTION APPROVING AMENDMENT NO. 1 TO THE ICLTC OVERALL WORK
PROGRAM
(Hereinafter referred to as the
OWP) FOR THE 2022/2023
FISCAL YEAR**

WHEREAS, the ICLTC is the designated transportation planning agency for Inyo County pursuant to Section 29535 of the Government Code and Action of the Secretary for Business, Transportation and Housing, and as such, prepares an annual OWP; and

WHEREAS, said OWP is executed and secured by an Overall Work Program Agreement, with the ICLTC and Caltrans as signatory participants; and

WHEREAS, the purpose of the OWP is to serve as a work plan to guide and manage the work of the ICLTC, identify transportation planning activities and products occurring in the region and to act as the general agreement by which Caltrans planning funds will be transferred to Inyo County to fund activities and products developed by the ICLTC. As such, the OWP identifies specific tasks, measurable products and completion date or dates for each Work Element; and

WHEREAS, the OWP and the process for its implementation shall be in compliance with the program guidelines established by the California Department of Transportation (hereinafter referred to as Caltrans), which specifically provide for adjustment of the OWP; and

WHEREAS, this OWP Amendment will carryover \$57,500 from FY 2021-2022 into the FY 2022-2023 OWP to be shown in the different work elements and expenditure summary table.

NOW, THEREFORE, BE IT RESOLVED, that the Inyo County Local Transportation Commission approves Amendment No. I to the Inyo County Local Transportation Commission Overall Work Program for the 2022/2023 Fiscal Year; and

BE IT FURTHER RESOLVED that the Inyo County Local Transportation Commission Executive Director is authorized to complete all paperwork necessary to complete this amendment.

Passed and adopted this 16th day of November 2022, by the following vote:

Ayes

Noes

Abstentions

Absent

Executive Director of the Inyo County Local Transportation Commission

Attest:

Staff, Inyo County Local Transportation Commission

Discussion Item No. 7

Road Dept CIP



COUNTY OF INYO
DEPARTMENT OF PUBLIC WORKS

FISCAL YEARS
2021-2027

ROADS CAPITAL IMPROVEMENT PROGRAM



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EXECUTIVE SUMMARY

This Capital Improvement Program (CIP) publication has been prepared for the Inyo County Board of Supervisors, residents of Inyo County and other interested stakeholders. The purpose is to provide information regarding sources of revenue and projects planned over a six year period, the current fiscal year and projected five years into the future. The emphasis is on road projects, especially those funded in whole or in part by the Senate Bill 1 Gas Tax or also known as the Road Maintenance and Rehabilitation Account (RMRA).

Between 2010 and 2017, California realized an overall decline in the gas tax revenue collected and distributed to Local Government Road & Public Works Departments under the Highway User Tax (HUTA). The reasons are diverse, but can be attributed primarily to these factors:

- A state-wide reduction in miles traveled due to the global economic contraction, which resulted in less discretionary income for leisure travel. Additionally, telecommuting and internet shopping have reduced the number of miles driven.
- Road fuel taxes were historically based on a flat per gallon rate, not on a percentage of sales. As the cost of labor and materials continued to escalate due to the inflationary effects of stimulus dollars, the tax revenues collected lost real value in terms of purchasing power to procure transportation construction and maintenance services.
- Vehicles have become more fuel efficient which has resulted in more travel miles with less tax revenue-per-mile-driven collected. This is especially true with the growth of the percentage of electric and hybrid vehicles. Although electric and hybrid vehicles are relatively lightweight and contribute less to pavement damage, they do increase congestion on public roads, requiring an ever increasing number of miles of roadways or additional road lanes. Additionally, there is a growing need to expand the number of electric charging stations for all-electric vehicles.

In April 2017, Governor Brown signed RMRA that was expected to provide \$52 Billion to transportation projects over a ten-year period. In November 2018, Proposition 6 was put on the ballot to repeal Senate Bill 1. This repeal effort failed, but due to the uncertainties of realizing any RMRA revenues for the 2018-2019 fiscal year, all planned projects that depended in whole or in part on RMRA funds were placed on hold until after the election. There was concern that Proposition 6 could require the repayment of previously expended SB- 1/RMRA funds.

Although the anticipated revenues from the RMRA tax were expected to increase yearly for the next five years, the funding is showing indication of falling below that of the projected

revenues; which can be attributed to higher fuel efficiency of vehicles, higher cost of fuel and an increase of purchases of alternative fuel vehicles.

The matrix on the next page provides the amount received from the RMRA tax to date.

RMRA FUNDING TO DATE

RMRA Receipts Through June 2022			
Month	Year	Total	
January	2018	\$27,684.17	
February	2018	\$75,059.93	
March	2018	\$111,502.39	
April	2018	\$122,151.65	
May	2018	\$116,168.13	
June	2018	\$160,817.12	
July	2018	\$142,763.04	
August	2018	\$205,153.37	
		\$961,299.80	
September	2018	\$261,614.14	
October	2018	\$255,900.75	
November	2018	\$253,299.10	
December	2018	\$243,394.85	
January	2019	\$236,090.66	
February	2019	\$282,038.59	
March	2019	\$209,571.89	
April	2019	\$306,960.65	
May	2019	\$216,632.38	
June	2019	\$226,543.50	
July	2019	\$281,465.70	
August	2019	\$254,329.64	
Total 2018-2019		\$3,027,841.85	
September	2019	\$257,870.92	
October	2019	\$289,662.98	
November	2019	\$270,970.38	
December	2019	\$231,399.71	
January	2020	\$245,317.67	
February	2020	\$256,903.91	
March	2020	\$225,249.02	
April	2020	\$283,145.39	
May	2020	\$126,337.14	
June	2020	\$218,490.88	
July	2020	\$200,403.49	
August	2020	\$224,673.41	
Total 2019-2020		\$2,830,424.90	
September	2020	\$242,201.16	
October	2020	\$271,907.26	
November	2020	\$256,989.32	
December	2020	\$224,369.99	
January	2021	\$277,075.09	
February	2021	\$220,085.43	
March	2021	\$215,561.54	
April	2021	\$252,957.96	
May	2021	\$244,796.64	
June	2021	\$231,443.64	
July	2021	\$291,505.53	
August	2021	\$253,371.00	
Total 2020-2021		\$2,982,264.56	
September	2021	\$271,870.33	
October	2021	\$300,942.86	
November	2021	\$265,637.40	
December	2021	\$256,222.63	
January	2022	\$263,967.62	
February	2022	\$248,576.41	
March	2022	\$248,689.98	
April	2022	\$274,575.92	
May	2022	\$259,194.87	
June	2022	\$280,490.87	
July	2022	\$267,017.00	<i>Projected</i>
August	2022	\$267,017.00	<i>Projected</i>
Total 2021-2022		\$3,204,202.89	
		\$13,006,034.00	Total Funds Received or Projected through June 2022

RMRA EXPENDITURES THROUGH JUNE 2022

Year	Expenditures	RMRA Project #	Project Name
2017-2018	(\$596,837.98)	1	Crack Fill
2017-2018	(\$40,377.21)	2	Striping
Total 2017-2018	(\$637,215.19)		
2018-2019	(\$358,988.54)	1	Crack Fill
2018-2019	(\$103,265.60)	2	Striping
2018-2019	(\$7,594.22)	3	Laws Poleta
2018-2019	(\$65,617.77)	4	Dolomite
Total 2018-2019	(\$535,466.13)		
2019-2020	(\$1,081,483.41)	1	Crack Fill
2019-2020	(\$108,242.21)	2	Striping
2019-2020	(\$94,810.20)	3	Laws Poleta Overlay
2019-2020	(\$14,639.68)	5	South Lake Road
2019-2020	(\$262,414.00)	7	Jay Street
2019-2020	(\$172,512.61)	8	Onion Valley
2019-2020	(\$123,022.73)	10	N Round Valley Bridge- Birchim Lane Overlay & Bridge Design
2019-2020	(\$79,044.29)	11	Panamint Valley Road Overlay
2019-2020	(\$164,767.59)	12	Old Spanish Trail Overlay
Total 2019-2020	(\$2,100,936.72)		
2020-2021	(\$280,129.76)	5	South lake Road
2020-2021	(\$15,218.83)	9	Cactus Flat
2020-2021	(\$137,778.43)	10	North Round Valley
2020-2021	(\$1,377,849.71)	13	Force Account Road Maintenance
2020-2021	(\$20,129.08)	14	Warm Springs Overlay
2020-2021	(\$71,022.54)	16	Trona Wildrose Chip Seal
2020-2021	(\$496,158.48)	17	Panamint Valley Road Overlay
2020-2021	(\$203,317.69)	18	Old Spanish Trail Road Overlay
2020-2021	(\$3,446.44)	19	Grandview Fiber Seal (Prep Work)
Total 2020-2021	(\$2,605,050.96)		
	(\$2,600,000)	<i>Wild Guess</i>	<i>Placeholder</i>
Total 2021-2022	(\$2,600,000)		
Total RMRA Expe	(\$8,478,669)	Approximated	
Remaining RMRA Funds	\$4,527,365	Approximated	

Road tax revenues or funds are divided between two categories, Discretionary and Restricted. Discretionary Funds can be used for a broad variety of projects with a clear nexus to transportation. Restricted Funds must be used for a specific purpose. Highway User Tax (HUTA) is a discretionary fund that can be used to pay any operational costs of the road department, including salaries, overhead, equipment purchase and maintenance, buy materials, plow snow, or for any other specific or unique projects. The RMRA gas tax funds are restricted funds that can only be spent on projects that have been approved by a County of Inyo Board resolution and subsequently submitted annually to the State of California through the CalSMART program before the work is performed.

If the county-wide average Pavement Condition Index (PCI) is 80 percentile or less, the gas tax funds must be used to maintain existing roadways. If the county-wide average PCI is 81 percentile or higher, the RMRA funds may be spent on ancillary projects, such as bike trails, charging stations, etc. Inyo County's Paved Road System currently has a PCI rating of 60 (Fair)

Inyo County Public Works administers a Pavement Management Program (PMP). One task of this PMP is to perform a pavement condition assessment of the county paved roads. One-third of the 510 centerline miles of county paved roads are inspected annually. The results are uploaded to a MicroPaver Database for analysis. This results in every paved road mile being inspected, and assigned a PCI rating every three years.

In addition to HUTA discretionary funds and RMRA restricted funds, there are various other sources of revenues for specific projects, mostly from State and Federal grants, as listed below.

OTHER PROJECT FUNDING SOURCES

HUTA	Highway User Tax Account (2103-2106)
RSTP	Regional Surface Transportation Program
HSIP	Highway Safety Improvement Tax
STIP	State Transportation Improvement Program
HBP	Highway Bridge Program
ATP	Active Transportation Program
OES	California Office of Emergency Services
FLAP	Federal Land Access Program

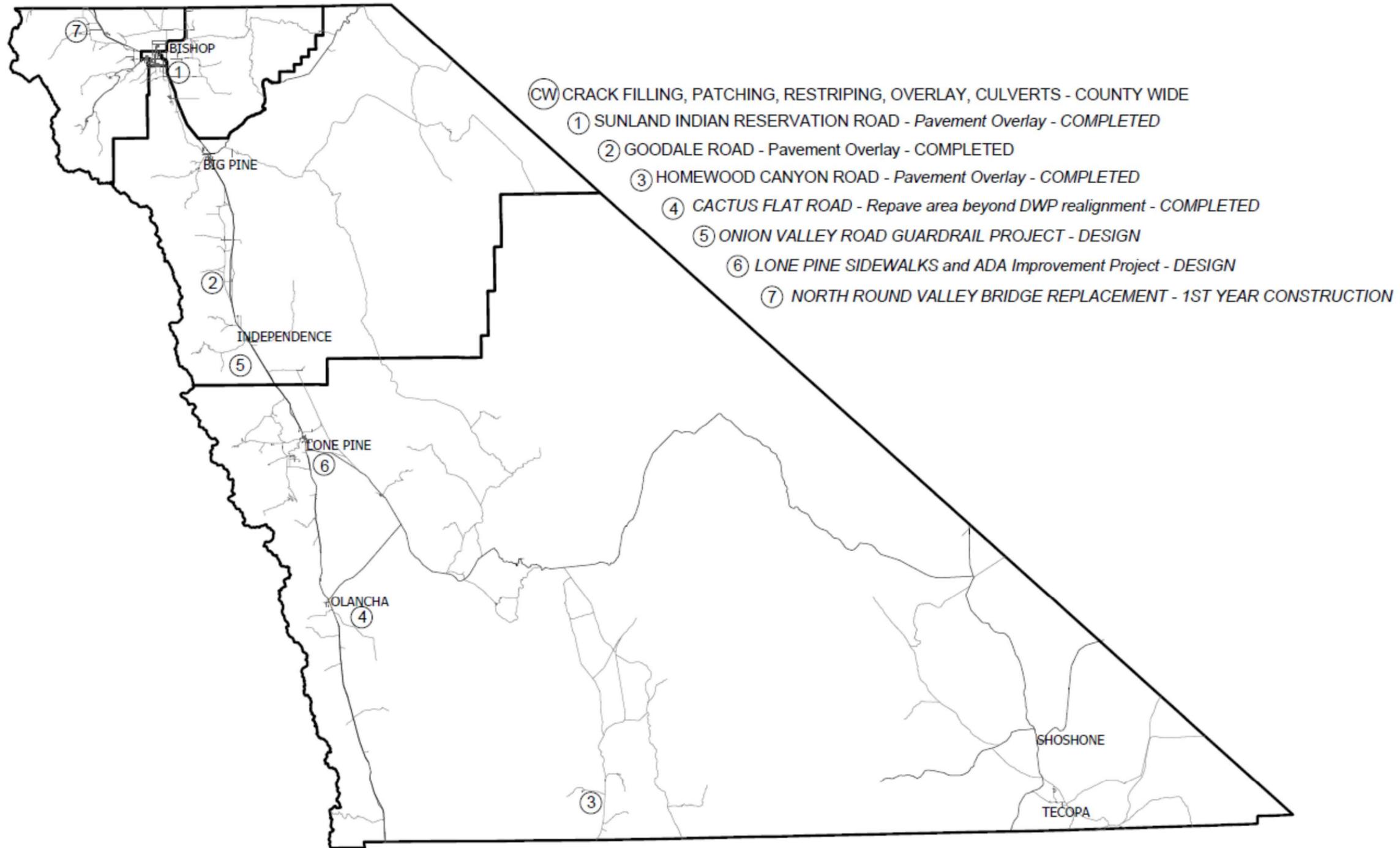
PROJECT PRIORITIZATION

The goal of any reinvestment plan that applies scarce county tax dollars is to distribute the funds equitably while improving and protecting the county's largest asset based primarily on the following criteria, from greatest to least.

- Public Safety
- Scheduled Maintenance – Preservation of Capital Assets through the Pavement Management Program
- Efficient Travel

PROJECT MAPS AND LISTINGS

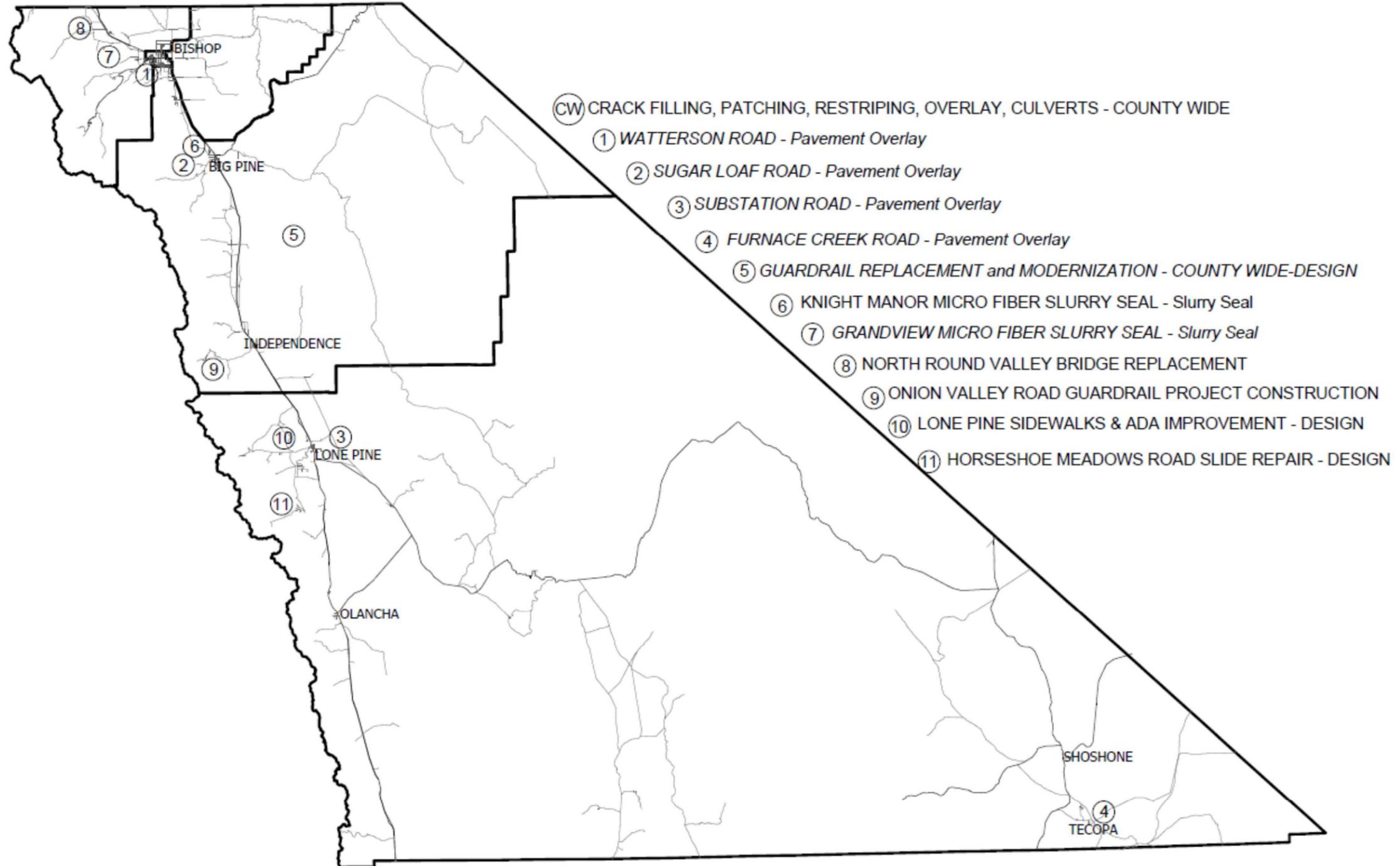
INYO COUNTY PUBLIC WORKS CIP PROJECTS 2021- 2022



CIP PROJECTS 2021-2022

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2021-2022	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	2031	Road Crews	2021-2022	Sunland Indian Reservation Road from HWY 395 west to Sunland Road 1.29 miles - COMPLETED	Bishop	10 Years	CMA Overlay	\$490,000	\$490,000	13
2	D-3	3025	Road Crews	2021-2022	Goodale Road 1.2 miles - COMPLETED	Independence	10 Years	CMA Overlay	\$456,000	\$456,000	13
3	D-4	5048	Road Crews	2021-2022	Homewood Canyon Road, the upper most 1.5 miles - COMPLETED	Searles Valley	10 Years	CMA Overlay	\$570,000	\$570,000	13
4	D-4	5024	Contracted	2021-2022	Cactus Flat Road Repair - COMPLETED	Olancha	20 Years	Repave area beyond DWP realignment	\$179,000	\$179,000	9
5	D-3	3047	Contracted	2021-2022	Onion Valley Road Guardrail Project - DESIGN PHASE	Independence	20 Years	Replace 18 guardrail sections, paid for under STIP program	\$137,000	\$0	23
6	D-4	Multiple	Contracted	2021-2022	Lone Pine Sidewalks and ADA Improvement Project - DESIGN PHASE	Lone Pine	30 Years	Whitney Portal Road from Washington Street to Jackson Street, Jackson Street from Whitney Portal to Begole, as well as Locust Street in front of the school	\$1,939,000	\$50,000	26
7	D-1	1003	Contracted	2021-2022	North Round Valley Bridge Repair - 1st YEAR CONSTRUCTION	Round Valley	30-50 Years	Demolish existing bridge structure and rebuild new one across Pine Creek	\$2,000,000	\$500,000	10
Estimated Total Projects 2021-2022									\$7,271,000	\$3,745,000	

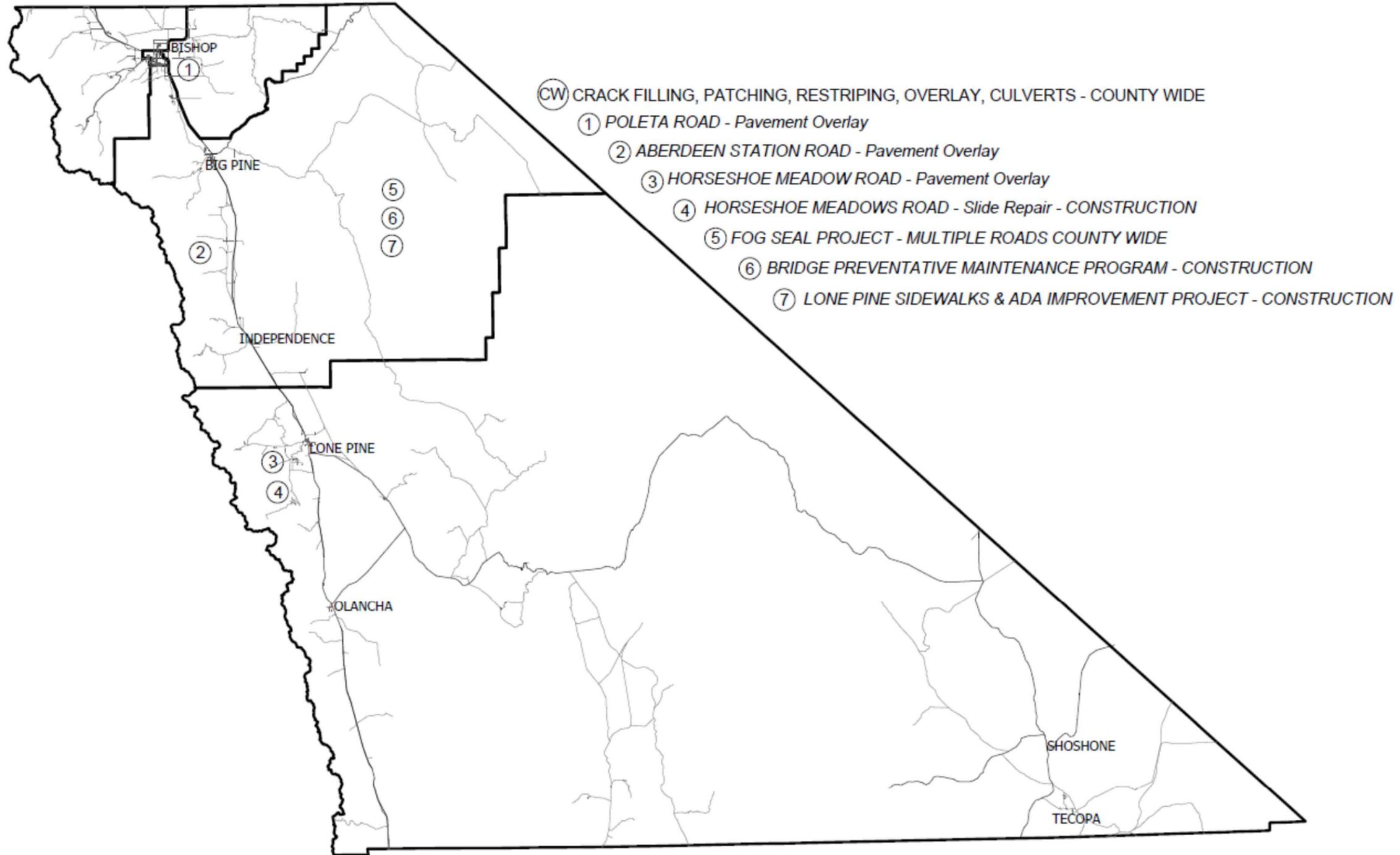
INYO COUNTY PUBLIC WORKS CIP PROJECTS 2022-2023



CIP PROJECTS 2022-2023

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2022-2023	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	1075	Road Crews	2022-2023	Watterson Road .30 miles	Bishop	10 Years	CMA Overlay	\$114,000	\$114,000	13
2	D-3	3001	Road Crews	2022-2023	Sugar Loaf Road .98 miles	Big Pine	10 Years	CMA Overlay	\$373,000	\$373,000	13
3	D-4	4021	Road Crews	2022-2023	Substation Road., the road leading to the Lone Pine Landfill 1.67 miles	Lone Pine	10 Years	CMA Overlay	\$635,000	\$635,000	13
4	D-5	5005A	Road Crews	2022-2023	Furnace Creek Road, south end to Inyo County line 1 mile.	Death Valley	10 Years	CMA Overlay	\$380,000	\$380,000	13
5	All	County Wide	Contracted	2022-2023	Guardrail Replacement and Modernization - DESIGN PHASE	County Wide	20 Years	Whitney Portal Road, Five Bridges Road, Warm Springs Road, Onion Valley Road, Sabrina Road, Brockman Lane, Barlow Lane, and Poleta Road.	\$150,000	\$150,000	23
6	D-3	Multiple	Contracted	2022-2023	Knight Manor Micro Fiber Slurry Seal	Big Pine	10 Years	Type II MicroFiber Slurry Seal and Striping to all roads in subdivision	\$492,000	\$492,000	22
7	D-1	Multiple	Contracted	2022-2023	Grandview Micro Fiber Slurry Seal	Bishop	10 Years	Type II MicroFiber Slurry Seal and Striping to all roads in subdivision	\$654,000	\$654,000	19
8	D-1	1003	Contracted	2022-2023	North Round Valley Bridge Repair - 2nd YEAR CONSTRUCTION	Round Valley	30-50 Years	Demolish existing bridge structure and rebuild new one across Pine Creek	\$2,000,000	\$500,000	10
9	D-3	3047	Contracted	2022-2023	Onion Valley Road Guardrail Project - CONSTRUCTION PHASE	Independence	20 Years	Replace 18 guardrail sections, paid for under STIP program	\$860,000	\$0	23
10	D-4	Multiple	Contracted	2022-2023	Lone Pine Sidewalks and ADA Improvement Project - DESIGN PHASE	Lone Pine	30 Years	Whitney Portal Road from Washington Street to Jackson Street, Jackson Street from Whitney Portal to Begole, as well as Locust Street in front of the school	\$350,000	\$50,000	26
11	D-4	4017	PW Staff	2022-2023	Horseshoe Meadows Road Slide Repair - DESIGN PHASE	Lone Pine	30 Years	Design a concrete thickened road section to replace an asphalt section and guardrail at a landslide area	\$100,000	\$100,000	
Estimated Total Projects 2022-2023									\$7,608,000	\$4,948,000	

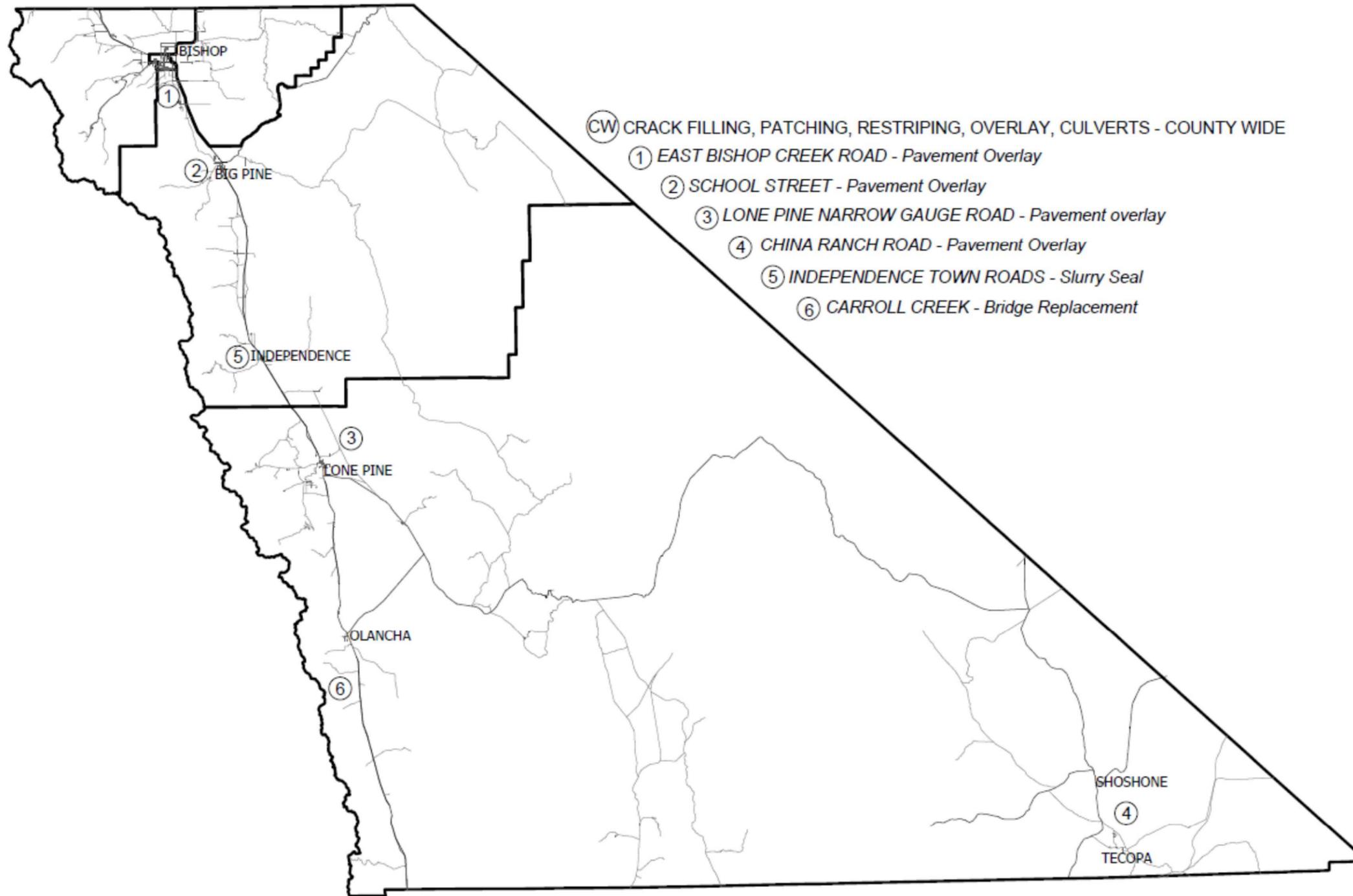
INYO COUNTY PUBLIC WORKS CIP PROJECTS 2023-2024



CIP PROJECTS 2023-2024

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2023-2024	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	2045	Road Crews	2023-2024	Poleta Road, the section from Poleta Laws intersection east to the cattlegaurd .30 miles	Bishop	10 years	CMA Overlay	\$114,000	\$114,000	13
2	D-3	3023A	Road Crews	2023-2024	Aberdeen Station Road from HWY 395 west to Tinnemaha Road 1 mile	Independence	10 Years	CMA Overlay	\$380,000	\$380,000	13
3	D-4	4017	Road Crews	2023-2024	Horseshoe Meadow Road between Whitney Portal Rd. and Lubken Canyon Road 1 mile	Lone Pine	10 Years	CMA Overlay	\$380,000	\$380,000	13
4	D-4	4017	Contracted	2023-2024	Horseshoe Meadows Slide Repair - CONSTRUCTION	Lone Pine	30 Years	Replace pavement with thickened concrete slab	\$1,000,000	\$1,000,000	TBD
5	All	County Wide	Contracted	2023-2024	Fog Seal Project	County Wide	5 Years	Whitney Portal Road, Nine Mile Canyon Road, Fort Independence Road, Shabell Lane, Upper Rock Creek Road	\$759,000	\$759,000	27
6	All	County Wide	Contracted	2023-2024	Bridge Prevenative Maintenance Program (BPMP)	County Wide	10 Years	Repair bridges as reflected on Caltrans Inspection Reports	\$100,000	\$100,000	TBD
10	D-4	Multiple	Contracted	2022-2023	Lone Pine Sidewalks and ADA Improvement Project - CONSTRUCTION PHASE	Lone Pine	30 Years	Whitney Portal Road from Washington Street to Jackson Street, Jackson Street from Whitney Portal to Begole, as well as Locust Street in front of the school	\$1,689,000	\$100,000	26
Estimated Total Projects 2023-2024									\$5,922,000	\$4,333,000	

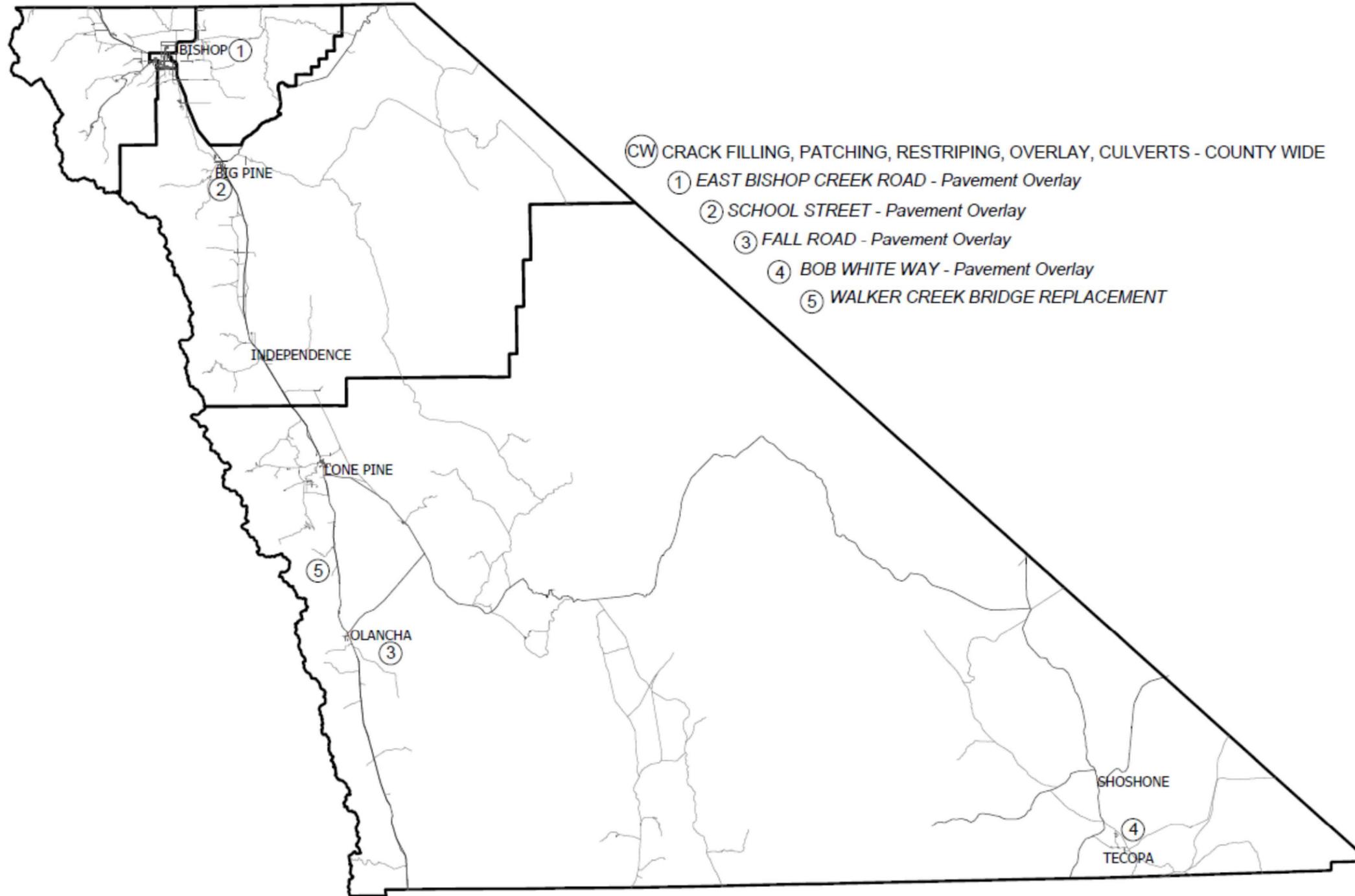
INYO COUNTY PUBLIC WORKS CIP PROJECTS 2024-2025



CIP PROJECTS 2024-2025

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2024-2025	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	2085	Road Crews	2024-2025	East Bishop Creek Road from 168 to End of Houses	Bishop	10 Years	CMA Overlay 1.92 miles	\$730,000	\$730,000	13
2	D-3	3213	Road Crews	2024-2025	School Street, from Glacier Lodge Rd.(West Crocker) south to Chestnut	Big Pine	10 Years	CMA Overlay .213 miles x 33 feet wide	\$111,000	\$111,000	13
3	D-4	4006A	Road Crews	2024-2025	Lone Pine Narrow Gauge Road	Lone Pine	10 Years	CMA Overlay 1 mile	\$380,000	\$380,000	13
4	D-5	5008	Road Crews	2024-2025	China Ranch Road	Tecopa	10 Years	CMA Overlay .73 miles	\$278,000	\$278,000	13
5	D-5	5060	Road Crews	2024-2025	Bob White Way	Tecopa	10 Years	CMA Overlay .66 miles	\$251,000	\$251,000	13
6	D-3	1075	Contracted	2024-2025	Independence Town Roads	Independence	10 Years	Type II Slurry Seal 1 mile locations TBD	\$127,000	\$127,000	TBD
7	D-4	4024	Contracted	2024-2025	Carroll Creek Bridge Replacement	Lone Pine	30-50 Years	Reconstruct bridge over DWP Aquaduct	\$2,450,000	\$0	
Estimated Total Projects 2024-2025									\$5,827,000	\$3,377,000	

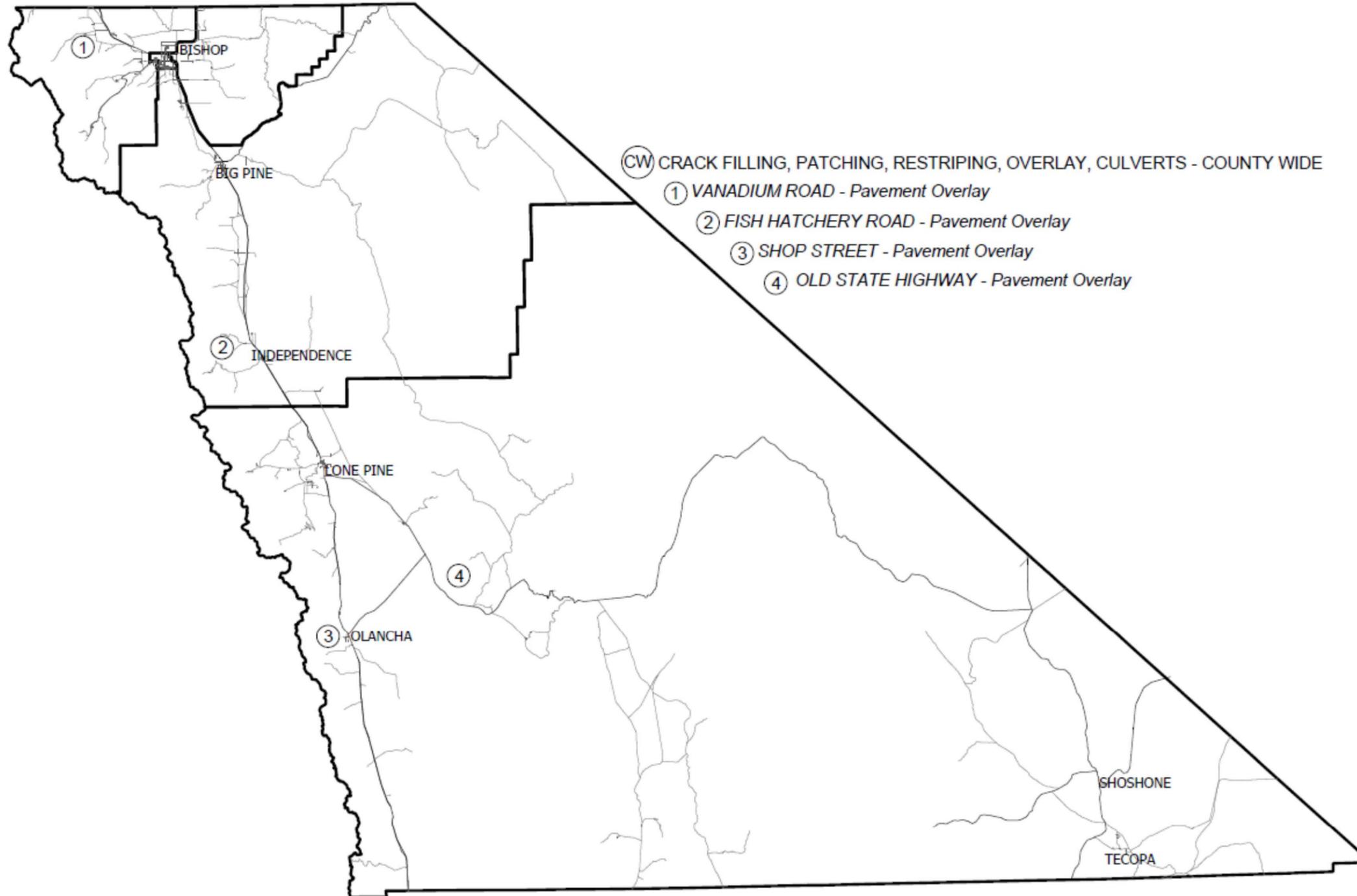
INYO COUNTY PUBLIC WORKS CIP PROJECTS 2025-2026



CIP PROJECTS 2025-2026

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2025-2026	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	2085	Road Crews	2025-2026	East Bishop Creek Road from End of Houses to End of Pavement .76 Miles	Bishop	10 Years	CMA Overlay .76 Miles	\$289,000	\$289,000	13
2	D-2	3213	Road Crews	2025-2026	School Street	Big Pine	10 Years	CMA Overlay, 1.5 Miles	\$570,000	\$570,000	13
3	D-4	5020	Road Crews	2025-2026	Fall Road	Olancha	10 Years	CMA Overlay .86 Miles	\$327,000	\$327,000	13
4	D-5	5060	Road Crews	2025-2026	Bob White Way	Tecopa	10 Years	CMA Overlay .66 Miles	\$251,000	\$251,000	13
5	D-4	5022	Contracted	2025-2026	Walker Creek Bridge Replacement	Lone Pine	30-50 Years	Reconstruct bridge over DWP Aquaduct	\$3,250,000	\$0	
Estimated Total Projects 2025-2026									\$6,187,000	\$2,937,000	

INYO COUNTY PUBLIC WORKS CIP PROJECTS 2026-2027



CIP PROJECTS 2026-2027

Map ID #	Road District	Road Number	Resource	Fiscal Year	Road & Bridge Projects	Location	Useful Life	Scope of Work	Estimated Costs	RMRA Funding	RMRA #
County Wide	All	County Wide	Road Crews	2026-2027	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	2-5 Years	Crack fill/patching/restriping/overlay/culverts as required	\$1,500,000	\$1,500,000	13
1	D-1	1008	Road Crews	2026-2027	Vanadium Road	Bishop	10 Years	CMA Overlay 1.75 Miles	\$665,000	\$665,000	13
2	D-3	3030	Road Crews	2026-2027	Fish Hatchery Road	Independence	10 Years	CMA Overlay 1.21 Miles	\$460,000	\$460,000	13
3	D-4	5021	Road Crews	2026-2027	Shop Street	Olancha	10 Years	CMA Overlay 1 Miles	\$380,000	\$380,000	13
4	D-4	5052	Road Crews	2026-2027	Old State Highway	Keeler	10 Years	CMA Overlay .65 Miles	\$247,000	\$247,000	13
Estimated Total Projects 2026-2027									\$3,252,000	\$3,252,000	

CRACK FILL-PATCHING-RESTRIPING-OVERLAY-CULVERTS

PROJECT LOCATION:

The locations are County-wide. Not all roads will receive treatment. The routes receiving some work under this scope are:

Bishop Area: Routes #1001 through #1006

Big Pine Area: Routes #2001 through #2004

Independence Area: Routes #3001 through #3005, and #3008

Lone Pine Area: Routes #4001 through #4008

Tecopa/Shoshone Area: Routes #5002 through #5006

PROJECT DESCRIPTION:

RMRA Project 13

The scope of work entails prepping and applying rubberized crack fill, pothole patching, restriping, applying asphalt overlays, and repairing and installing culverts.

USEFUL LIFE:

The estimated useful life of this work is 2-5 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	ACTUAL COSTS	FUNDING SOURCE
AS LISTED	\$1,500,000	TBD	RMRA

ROAD DISTRICT: ALL

SCHEDULE: YEARLY ROAD

SUNLAND INDIAN RESERVATION ROAD

ASPHALT OVERLAY

PROJECT LOCATION:

Sunland Indian Reservation Road from Hwy 395 west to Sunland Road

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.29 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of this work is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
ASPHALT OVERLAY	\$490,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SUMMER OF 2022

GOODALE ROAD

ASPHALT OVERLAY

PROJECT LOCATION:

Goodale Road is located west of Aberdeen, CA, and approximately 12 miles north of Independence, California off of US Highway 395

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.2 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of this work is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
ASPHALT OVERLAY	\$456,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SUMMER OF 2022

HOMEWOOD CANYON ROAD

ASPHALT OVERLAY

PROJECT LOCATION:

Homewood Canyon Road is west of Trona Wildrose Road nine miles north of Trona, CA n the Searles Valley.

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.5 miles of the roadway surface and restriping.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
ASPHALT OVERLAY	\$570,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SUMMER OF 2022

CACTUS FLAT ROAD

ASPHALT OVERLAY

PROJECT LOCATION:

The project location is just east of the North Haiwee Reservoir, five miles southeast of Olancho, CA.

RMRA PROJECT #: 9

PROJECT DESCRIPTION:

Repave area beyond the DWP alignment.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	ACTUAL COST	FUNDING SOURCE
ASPHALT OVERLAY	\$179,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2022

ONION VALLEY ROAD

GUARDRAIL REPLACEMENT

PROJECT LOCATION:

Onion Valley Road starts at US 395 and continues 13 miles up to the trailhead.

RMRA PROJECT #: 23

PROJECT DESCRIPTION:

The project involves the modernization and extension of 18 guardrail segments on Upper Onion Valley Road.

USEFUL LIFE:

The estimated useful life of the improvements is 20 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
GUARDRAIL REPLACEMENT	\$997,000	STIP

ROAD DISTRICT: 3

SCHEDULE: COMPLETED FALL OF 2023

LONE PINE SIDEWALKS AND ADA IMPROVEMENT PROJECT

PROJECT LOCATION:

Lone Pine, CA

RMRA PROJECT #: 26

PROJECT DESCRIPTION:

This project involves removing and replacing sidewalks and bringing them up to current ADA standards. Affected roads include Whitney Portal Road from Washington Street to Jackson Street, Jackson Street from Whitney Portal to Begole, as well as Locust Street in front of the school.

USEFUL LIFE:

The estimated useful life of the improvements is 30 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
ENVIRONMENTAL STUDIES & PERMITS	\$106,000	STIP
PLANS, SPECS, & ESTIMATES	\$241,000	STIP
RIGHT-OF-WAY	\$3,000	STIP
CONSTRUCTION	\$1,589,000	STIP
TOTAL	\$1,939,000	STIP
CONTINGENCY	\$100,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2023

NORTH ROUND VALLEY BRIDGE REPLACEMENT

PROJECT LOCATION:

The site is on North Round Valley Road just south of 40 Acres subdivision, 15 miles north of Bishop.

RMRA PROJECT #: 10

PROJECT DESCRIPTION:

In 2017, a storm destroyed an Inyo County bridge located on North Round Valley Road. This bridge was the primary access route for the community of 40 Acres, located at the North end of the paved section of North Round Valley Road, approximately one mile north of the bridge. This bridge replacement qualified for State of California OES disaster funds at 75% reimbursement of project costs. It is anticipated that the State of California OES will fund 75% (\$3,000,000) of the costs. Inyo County will contribute 25% (\$1,000,000) utilizing RMRA Gas Tax Revenues. Due to the anticipated two to three year construction schedule, it is anticipated that the County contribution will be divided over the FY2020-2021 and FY2021-2022 SB1 funding cycles, at \$500,000 each cycle.

USEFUL LIFE:

The useful life of the bridge is 30-50 years

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$500,000	RMRA
CONSTRUCTION	\$1,500,000	CAL OES
TOTAL	\$2,000,000	

ROAD DISTRICT: 1

SCHEDULE: Construction is in progress and will be completed in the Fall of 2022.

WATTERSON ROAD

PROJECT LOCATION:

Watterson Road is accessed by Reata Road in West Bishop

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .30 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$114,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SPRING OF 2023

SUGAR LOAF ROAD

PROJECT LOCATION:

Sugar Loaf Road is 2 miles west of Big Pine, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .98 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$373,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SPRING OF 2023

SUBSTATION ROAD

PROJECT LOCATION:

Substation Road is east of Lone Pine, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.67 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$635,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2023

FURNACE CREEK ROAD

PROJECT LOCATION:

Furnace Creek Road is South of Tecopa at Old Spanish Trail Road

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1 mile of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$380,000	RMRA

ROAD DISTRICT: 5

SCHEDULE: CONSTRUCTION SPRING OF 2023

GUARDRAIL REPLACEMENT AND MODERNIZATION

PROJECT LOCATION:

Multiple locations including but not limited to bridges on Whitney Portal Road, Five Bridges Road, Warm Springs Road, Onion Valley Road, Sabrina Road, Brockman Lane, and Barlow lane.

RMRA PROJECT #: 23

PROJECT DESCRIPTION:

This project entails designing and constructing guardrails on multiple bridges at locations County wide.

USEFUL LIFE:

The estimated useful life of the project is 20 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$1,000,000	RMRA

ROAD DISTRICT: COUNTY WIDE

SCHEDULE: CONSTRUCTION SPRING OF 2023

KNIGHT MANOR MICRO FIBER SLURRY SEAL

PROJECT LOCATION:

Knight Manor Subdivision, North of Big Pine, CA

RMRA PROJECT #: 22

PROJECT DESCRIPTION:

This project scope entails the application of Type II Micro Fiber Slurry Seal to the roadway surface.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$492,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SUMMER OF 2022

GRANDVIEW MICRO FIBER SLURRY SEAL

PROJECT LOCATION:

Grandview Subdivision, West Bishop, CA

RMRA PROJECT #: 19

PROJECT DESCRIPTION:

This project scope entails the application of Type II Micro Fiber Slurry Seal to the roadway surface.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$654,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SUMMER OF 2022

HORSESHOE MEADOWS ROAD SLIDE REPAIR

PROJECT LOCATION:

Horseshoe Meadows Road

RMRA PROJECT #: TBD

PROJECT DESCRIPTION:

The scope of this project entails removing 435 LF of two-lane asphalt, excavating, and replacing with a 12" thickened cantilever slab and MGS guardrail

USEFUL LIFE:

The estimated useful life of the project is 30 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$1,100,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SUMMER OF 2023

POLETA ROAD

PROJECT LOCATION:

Poleta Road is located east of Bishop, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .30 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$114,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SUMMER OF 2023

ABERDEEN STATION ROAD

PROJECT LOCATION:

Aberdeen Station Road west of US 395, 14 miles north of Independence, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 3.56 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$380,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SUMMER OF 2023

HORSESHOE MEADOW ROAD

PROJECT LOCATION:

Horseshoe Meadows Road between Whitney Portal Road to Lubken Canyon Road.

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1 mile of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$380,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SUMMER OF 2023

FOG SEAL PROJECT

PROJECT LOCATION:

Whitney Portal Road, Nine Mile Canyon Road, Fort Independence Road, Shabell Road, and Rock Creek Road

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying a fog seal to the roadway surfaces and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$759,000	RMRA

ROAD DISTRICT: MULTIPLE

SCHEDULE: CONSTRUCTION SUMMER OF 2023

BRIDGE PREVENTATIVE MAINTENANCE PROGRAM (BPMP)

PROJECT LOCATION:

Multiple bridges as outlined in Caltrans Bridge Inspection Reports, specifically Mazourka Canyon Road over the Los Angeles Aqueduct, Old Sherwin Grade Road over Rock Creek, Carroll Creek Road over the Los Angeles Aqueduct, East Bishop Creek Road over Bishop Creek, Whitney Portal Road over Lone Pine Creek, Glacier Lodge Road over Big Pine Creek (2 locations), Pine Creek Road over Pine Creek, Old Sherwin Grade Road over Pine Creek, Bell Access Road over Oak Creek, Cottonwood Road over the Los Angeles Aqueduct, Ash Creek Road over the Los Angeles Aqueduct, Fall Road over the Los Angeles Aqueduct, Walker Creek Road over the Los Angeles Aqueduct, Pine Creek Road over Pine Creek, Manzanar-Reward Road over the Los Angeles Aqueduct, and Five Bridges Road over the Owens River.,

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

Repair multiple bridges per Caltrans Bridge Inspection reports

USEFUL LIFE: 20 YEARS

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$100,000	RMRA

ROAD DISTRICT: MULTIPLE

SCHEDULE: CONSTRUCTION SUMMER OF 2023

EAST BISHOP CREEK ROAD

PROJECT LOCATION:

East Bishop Creek Road is west of Bishop, CA on Highway 168

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.92 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE: 10 YEARS

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$730,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SPRING OF 2024

SCHOOL STREET

PROJECT LOCATION:

From Glacier Lodge Road (West Crocker) to Chestnut

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .21 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$111,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SPRING OF 2024

LONE PINE NARROW GAUGE ROAD

PROJECT LOCATION:

Lone Pine Narrow Gauge Road is East of the Town of Lone Pine, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1 mile of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$380,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2024

CHINA RANCH ROAD

PROJECT LOCATION:

China Ranch Road is south of the town of Tecopa, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .73 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE: 10 YEARS

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$278,000	RMRA

ROAD DISTRICT: 5

SCHEDULE: CONSTRUCTION SPRING OF 2024

INDEPENDENCE TOWN ROADS

PROJECT LOCATION:

Various roads in Independence, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying Type II Micro Fiber Slurry Seal to 1 mile of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$127,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SPRING OF 2024

CARROLL CREEK BRIDGE REPLACEMENT

PROJECT LOCATION:

8 miles south of Lone Pine, 1/2 mile west of US 395

RMRA PROJECT #: TBD

PROJECT DESCRIPTION: Replace the Carroll Creek Bridge, which extends Carroll Creek Road over the LADWP Aquaduct

USEFUL LIFE: 30 – 50 YEARS

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$2,450,000	TBD

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2024

EAST BISHOP CREEK ROAD

PROJECT LOCATION:

East Bishop Creek Road is west of Bishop, CA on Highway 168

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .76 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$289,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SPRING OF 2025

SCHOOL STREET

PROJECT LOCATION:

School Street is in Big Pine, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.5 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$570,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SPRING OF 2025

FALL ROAD

PROJECT LOCATION:

Fall Road is in the town of Olancho, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .86 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$327,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2025

BOB WHITE WAY

PROJECT LOCATION:

Bob White Way is in Tecopa, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .66 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$251,000	RMRA

ROAD DISTRICT: 5

SCHEDULE: CONSTRUCTION SPRING OF 2025

WALKER CREEK BRIDGE REPLACEMENT

PROJECT LOCATION:

Walker Creek Bridge is located ½ mile northeast of Grant, CA

RMRA PROJECT #: TBD

PROJECT DESCRIPTION: Replace the Walker Creek Bridge, which allows Walker Creek Road access over the LADWP Aquaduct

USEFUL LIFE: 30 – 50 YEARS

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$3,250,000	TBD

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2023

VANADIUM ROAD

PROJECT LOCATION:

Vanadium Road is located adjacent to the settlement of Rovana, west of Bishop, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.75 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$665,000	RMRA

ROAD DISTRICT: 1

SCHEDULE: CONSTRUCTION SPRING OF 2026

FISH HATCHERY ROAD

PROJECT LOCATION:

Fish Hatchery Road is located west of US 395, just North of Independence, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1.21 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$460,000	RMRA

ROAD DISTRICT: 3

SCHEDULE: CONSTRUCTION SPRING OF 2026

SHOP STREET

PROJECT LOCATION:

Shop Street is located in Olancha, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to 1 mile of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$380,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2026

OLD STATE HIGHWAY

PROJECT LOCATION:

Old State Highway is located in Keeler, CA

RMRA PROJECT #: 13

PROJECT DESCRIPTION:

The scope of this project entails applying cold mix asphalt to .65 miles of the roadway surface and restriping as required.

USEFUL LIFE:

The estimated useful life of the project is 10 years.

PROJECT COST ESTIMATE:

ITEM	BUDGETED COST	FUNDING SOURCE
CONSTRUCTION	\$247,000	RMRA

ROAD DISTRICT: 4

SCHEDULE: CONSTRUCTION SPRING OF 2026



Informational Item No. 8

From: Noesser, Erin -FS <erin.noesser@usda.gov>
Sent: Wednesday, October 5, 2022 11:00 AM
To: Justine Kokx <jkokx@inyocounty.us>
Cc: Barnett, Adam -FS <adam.barnett@usda.gov>
Subject: RE: [External Email]FW: Campgrounds/Trailheads and Parking

Hi Justine,

I talked to our Forest Engineer and head of recreation, Adam Barnett. Adam would be the best person to have this conversation and he is cc'ed in this email.

This is the information he provided:

Below is my take on Inyo Co TH parking. Please add anything you want communicated or edited:

GAOA funds deferred maintenance. We may gain some formal parking spaces but may also lose some informal roadside parking that is causing resource damage.

We have minimized the regulatory burden to private shuttle service providers by not requiring special use permits and instead using nominal effects determinations.

We are working with SCE to evaluate options for meeting parking needs during peak weekends at Lake Sabrina and South Lake as part of the Bishop Cr FERC relicensing process.

In general, we don't have new plans to increase trailhead parking, but we are interested in other means of connecting people to forest trailheads and rec sites such as trails, shuttles. Both the conservation finance campground renovation project and the ESCOG trail planning project are opportunities to improve connectivity to our facilities.

Erin



Erin Noesser
Environmental Coordinator
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Caring for the land and serving people

From: Justine Kokx <jkokx@inyocounty.us>
Sent: Tuesday, October 4, 2022 9:44 AM
To: Noesser, Erin -FS <erin.noesser@usda.gov>
Subject: [External Email]FW: Campgrounds/Trailheads and Parking

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;
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Good morning Erin,

This is a shot in the dark since you are my only USFS contact 😊 I serve as staff for the Inyo County Local Transportation Commission, and recently the issue or topic of trailhead parking (or lack thereof) has come up during our monthly meetings. You can see below that Jen Roeser is keen on following this and the Commission in general has asked me to follow up with the Forest Service to find out if there are any efforts underway currently to look into the parking/transportation issues in and around the busy trailheads. And if so, they (the Commission) would like to have input into the planning process. For additional context, I am attaching a planning document the USFS put together back in 2013 that looked at the transportation issues around several trailheads on the east side. We were wondering if there are any efforts planned to update this document, or something similar?

Anyway, I hope this all makes sense, and let me know if I should be talking to a different person!

Thanks so much!

Justine Kokx
Transportation Planner
Inyo County Public Works
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Independence, CA 93526
760-878-0202 (work)
760-876-0074 (cell)

From: Jennifer Roeser <jroeser@inyocounty.us>
Sent: Saturday, October 1, 2022 3:00 PM
To: Justine Kokx <jkokx@inyocounty.us>
Subject: Campgrounds/Trailheads and Parking

Hi Justine,

Here are some resources that might be of interest to Commissioners:

The USFS is undertaking a campground improvement project – it seems there are multiple tracks – but the ESSRP project was a business plan project to develop technical plans and attract investment to develop the plans. Concurrently there is also deferred maintenance funding through the Great American Outdoors Act – a 5 year plan of funding for land agencies such as the USFS to submit for projects. The Inyo has submitted a substantial list of projects for funding – and has definitely included trailhead upgrades as one or more of their projects. (See attached)
It is my assumption that somewhere in one or both of these there is significant consideration of capacity. In fact that was one of the key drivers of the Campground Improvement project.

Here is the link to the ESSRP project: [705_03_SRTI_FinalProjectsPortfolio_ProjectTearSheets_ALL_201022 \(mltpa.org\)](https://www.mltpa.org/705_03_SRTI_FinalProjectsPortfolio_ProjectTearSheets_ALL_201022)

I wonder if it might be relevant for the LTC to request a short workshop with someone at the USFS that could help us deliver input on the trailhead issue as these projects develop? The GAOA funding was largely lobbied for and passed due to constituencies who desperately saw the need for upgraded infrastructure at trailheads and campgrounds. The attached includes a description “Forest-Wide Trailhead Improvements” – it might be important as the design work is being done for the ICLTC to weigh in with concerns on trailhead capacity.

Timely topic!
Jen

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