2026 Regional Transportation Improvement Program (RTIP)

Adopted November 19, 2025
by the

INYO COUNTY LOCAL TRANSPORTATION COMMISSION
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https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission

Submitted December 15, 2025

INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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Michael Errante
Executive Director

December 15, 2025
Kacey Ruggiero
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Sudha Kodali
California Department of Transportation Headquarters
Mail Station 82, P.O. Box 942874
Sacramento, CA 94274

Dear Ms. Ruggiero and Ms. Kodali,

Please accept the Inyo County Local Transportation Commission's submittal of the 2026 Regional Transportation Improvement Program (RTIP). This cycle represents a positive step for Inyo County as the region continues to build momentum following restoration of its STIP share balance in the previous cycle. Although the County's regional funding capacity remains modest, Inyo County continues to strategically invest its available shares to deliver projects that align with the goals of the Regional Transportation Plan (RTP) and support safety, system preservation, and multimodal access for all users.

The 2026 RTIP programs funding for three high-priority regional projects: 1) the State Line Road Reconstruction Project, which leverages a Federal Lands Access Program (FLAP) grant to improve a key interregional route serving Death Valley National Park; 2) the Connecting Tecopa Bicycle and Pedestrian Safety Corridor, which leverages STIP funding to construct multi modal safety infrastructure to link disconnected neighborhoods within a disadvantaged community; and 3) the East Line Street Bridge Replacement Project, which modernizes a 50-year-old structure to meet seismic and drainage standards while adding pedestrian and bicycle facilities. The RTIP also includes funding for Planning, Programming, and Monitoring (PPM) to ensure continued program delivery and development of future shovel-ready projects.

Inyo County remains committed to advancing transportation investments that improve safety, resilience, and accessibility across the region, particularly within disadvantaged and rural communities.

Thank you for your consideration of the proposed 2026 RTIP. Please feel free to contact me with any questions or requests for additional information.
Sincerely,

Michael Errante
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Inyo County Local Transportation Commission
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Overview and Schedule

Section 1. Executive Summary

For several years, Inyo County maintained a negative State Transportation Improvement Program (STIP) share balance as a result of its long-term commitment to the U.S. 395 Olancha–Cartago Four-Lane Project—an interregional investment critical to safety and goods movement along the Eastern Sierra corridor. The adoption of the 2024 STIP restored the region's balance by $2.742 million, allowing the programming of a Federal Lands Access Program (FLAP) grant match.

The 2026 STIP Fund Estimate, though modest, provides sufficient Regional Improvement Program (RIP) capacity for Inyo County to continue advancing projects that leverage outside funding and address regional safety and infrastructure needs. The Inyo County Local Transportation Commission (ICLTC) will use its 2026 RTIP to build on the momentum of prior cycles by:

1. Carrying forward the FLAP match for the *State Line Road Reconstruction Project*, which supports a critical regional connection between Death Valley Junction and the Nevada state line;
2. Leveraging RIP funds in support of the Cycle 7 Active Transportation Program (ATP) – Connecting Tecopa Project, which delivers multimodal safety improvements within a severely disadvantaged community;
3. Reintroducing the East Line Street Bridge Reconstruction Project, a high-priority multimodal bridge replacement near Bishop that improves safety and access to regional commercial air service. The project, previously programmed under COVID Relief STIP funds, will be reprogrammed with RIP funds due to prior right-of-way delays; and
4. Positioning future priority projects consistent with the 2023–2043 Regional Transportation Plan (RTP) and the Pavement Management Program (PMP), emphasizing "fix-it-first" investments, bridge rehabilitation, and complete streets integration as the County's STIP share balance grows.

These priorities are supported by data from Inyo County's Pavement Management Program, which reports a 2024 average Pavement Condition Index (PCI) of 53.5 (poor) for the County network and 52.5 (poor) for the City of Bishop. Approximately 34% of roadway miles are in good to excellent condition, while 12% fall in the very poor to failed range. Fourteen of the County's thirty-three bridges have sufficiency ratings below 80, underscoring the need for strategic reinvestment in critical infrastructure.

The 2026 RTIP reflects the ICLTC's continued coordination with Caltrans District 9 and the California Transportation Commission to deliver regionally significant projects that enhance safety, improve mobility, and preserve the condition of Inyo County's multimodal transportation system in alignment with statewide performance goals.

Section 2. General Information

- **Regional Agency Name**
  Inyo County Local Transportation Commission

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

  Regional Agency Website Link: https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission p://www.agency.org

  RTIP document link: http://www.agency.org/RTIP

  RTP link: http://www.agency.org/RTP

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a fiscally constrained, five-year program of highway, local road, transit, and active transportation projects that a region proposes for funding with State and Federal revenues allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP).

Developed biennially by regional transportation planning agencies in cooperation with Caltrans and local jurisdictions, the RTIP is submitted to the CTC by December 15 of every odd-numbered year. It represents the region's prioritized subset of capital projects drawn from its Regional Transportation Plan (RTP)—a federally required long-range plan that defines the vision and investment strategy for the region's transportation system over a 20- to 25-year horizon.

The RTP integrates all reasonably anticipated sources of revenue, including Federal, State, and local funds, and is updated every four to five years in accordance with California Government Code Section 65080. The plan is developed through an inclusive public participation process that reflects the region's unique mobility, sustainability, equity, and air quality needs, ensuring consistency with statewide performance objectives under the Fixing America's Surface Transportation (FAST) Act and California Senate Bill 1 (SB 1).

The 2026 RTIP for Inyo County was adopted in November 2025 following a transparent public process consistent with the 2024 California RTP Guidelines and the CTC's 2026 STIP Guidelines. Together, the RTP and RTIP provide a comprehensive framework that links regional priorities to funding, guiding the delivery of transportation improvements that enhance safety, system preservation, climate resilience, and multimodal accessibility throughout Inyo County.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

For more than two decades, the Inyo County Local Transportation Commission (ICLTC) has maintained a consistent and collaborative approach to regional transportation programming. Historically, the Commission's primary focus centered on completing four-lane safety improvements along U.S. 395—a critical north–south corridor connecting Southern California to the Eastern Sierra region. To advance this goal, the ICLTC participated in Memoranda of Understanding (MOUs) with partner agencies including the Mono County Local Transportation Commission, Kern Council of Governments, and the San Bernardino County Transportation Authority, in coordination with Caltrans. These partnerships leveraged Interregional Transportation Improvement Program (ITIP) and Regional Improvement Program (RIP) funds to deliver essential mobility and safety upgrades along the corridor.

Through this long-term investment strategy, Inyo County contributed more than its proportional share of RIP funds toward MOU projects, resulting in an extended negative STIP share balance until the adoption of the 2024 STIP. This limited the County's capacity to pursue new projects

for several cycles. However, with the 2024 STIP Fund Estimate, the region emerged from its negative balance with a modest surplus of approximately $2.075 million, enabling the programming of a Federal Lands Access Program (FLAP) grant match for the State Line Road Reconstruction Project.

Building upon this progress, the ICLTC has shifted its RTIP development approach to emphasize equitable investment, multimodal connectivity, and system preservation—key priorities identified in the 2023–2043 Regional Transportation Plan (RTP). The RTP outlines a "fix-it-first" strategy, focusing on maintaining and rehabilitating existing infrastructure while integrating complete streets elements that enhance safety, accessibility, and climate resilience.

Throughout 2025, the ICLTC conducted three public meetings—on May 21, August 20, and November 19, 2025—to guide the development of the 2026 RTIP in coordination with Caltrans District 9 staff. These discussions reaffirmed regional priorities and ensured compliance with CTC STIP Guidelines emphasizing transparency, community engagement, and consistency with the RTP.

The Commission adopted the 2026 RTIP on November 19, 2025, identifying the following funding priorities:

1. Continue programming a FLAP grant match ($1.721 million) for reconstruction of State Line Road in southeastern Inyo County;
2. Leverage RIP funds ($2.075 million) to complement the Cycle 7 Active Transportation Program (ATP) grant for the Connecting Tecopa project, improving multimodal access and safety in a severely disadvantaged community;
3. Program right-of-way and construction phases for the East Line Street Bridge Reconstruction Project, a critical multimodal facility providing access to the region's only commercial air service; and
4. Allocate Planning, Programming, and Monitoring (PPM) funds to advance the development of shovel-ready projects that align with RTP goals for asset management, equity, and system sustainability.

This coordinated, data-driven approach ensures that the RTIP remains consistent with both statewide performance targets and regional objectives established in the RTP, supporting a safe, efficient, and resilient transportation network for Inyo County.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Provide information on projects completed between the adoption of the RTIP and the adoption of the previous RTIP below as is required per Section 78 of the STIP Guidelines. Click here to enter text.

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended

N/A	N/A	N/A	N/A	N/A

*For projects with a total cost of $50 million or greater or a total STIP programmed amount (in right-of-way and/or construction) of $15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated before construction, compared to an estimate of the actual benefits achieved.

Not applicable.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

The Inyo County Local Transportation Commission (ICLTC) conducted a comprehensive and inclusive community engagement process to inform the development of the 2026 Regional Transportation Improvement Program (RTIP). This process built upon the outreach and coordination framework established through the 2023–2043 Regional Transportation Plan (RTP) and followed the principles outlined in the 2024 California Regional Transportation Plan (RTP) Guidelines and the ICLTC's Public Involvement Procedures.

Public participation efforts for the RTIP began in May 2025 and continued through its adoption in November 2025 at three Inyo LTC meetings. Given Inyo's STIP capacity constraints this cycle, only previously identified high priority projects consistent with its RTP were considered for inclusion. The insights gathered through the 2023 and 2025 RTP update process shaped the ICLTC's RTIP priorities, which focus on advancing regionally significant projects that support multimodal access, safety, and equity. Each project reflects community-identified priorities for safety, system preservation, and accessibility, while also supporting the RTP's Performance, Policy, and Climate Resilience Elements:

1. Federal Lands Access Program (FLAP) – State Line Road Reconstruction Project: improves pavement condition, safety, and connectivity between Death Valley Junction and the Nevada state line, the most heavily traveled route linking Inyo County and Las Vegas.
2. Cycle 7 Active Transportation Program (ATP) – Connecting Tecopa Project: constructs a 2.9-mile multimodal pathway enhancing pedestrian and bicycle safety in the severely disadvantaged community of Tecopa.
3. East Line Street Bridge Reconstruction Project: replaces a functionally obsolete 30-foot-wide bridge in Bishop with complete-streets features to provide safer pedestrian and bicycle accommodations and improved access to the region's only commercial air service.

All RTIP projects are located within existing public rights-of-way, minimizing environmental impacts. The environmental review for the forthcoming 2025 RTP amendment—scheduled for completion and adoption in November 2025—will include a Negative Declaration, confirming that no significant adverse impacts are anticipated. Standard mitigation measures, such as traffic control during construction, erosion and dust management, and continued coordination with local agencies, will ensure that potential short-term impacts are addressed effectively.

The 2026 RTIP, adopted in November 2025, reflects Inyo County's ongoing commitment to transparent, data-driven planning. It advances local priorities, promotes equitable investment, and aligns with the performance-based planning and climate adaptation focus of the 2024 California RTP Guidelines, as well as the Caltrans Complete Streets and CTC STIP Guidelines frameworks.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.
Caltrans District: 9

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

Throughout the development of the 2026 Regional Transportation Improvement Program (RTIP), Inyo County Local Transportation Commission (ICLTC) staff maintained regular

coordination and consultation with Caltrans District 9 regarding the identification, prioritization, and readiness of projects for potential inclusion in the RTIP.

Project Name and Location	Project Description	Requested RIP Amount
State Line Road FLAP match	Reconstruction of 5.21 miles of State Line Road from Death Valley Junction to the NV State Line.	$1,721
Connecting Tecopa ATP match	2.9-mile multi modal pathway connecting a severely disadvantaged community	$2,075
East Line Street Bridge	Reconstruction of critical narrow bridge with multi modal improvements	$2,415
Planning, programming, and monitoring	Planning, programming, and monitoring	$950

ICLTC and Caltrans District 9 staff meet regularly to discuss project delivery schedules, environmental and right-of-way status, and opportunities to leverage federal and state funding programs such as the Federal Lands Access Program (FLAP), the Active Transportation Program (ATP), and the State Highway Operation and Protection Program (SHOPP). This collaboration ensures that regional priorities remain consistent with statewide performance objectives and the California Transportation Commission's (CTC) 2026 STIP Guidelines. Caltrans staff also participated in the ICLTC's public meetings held in May, August, and November 2025, providing technical input and confirming project eligibility and readiness.

The ICLTC and Caltrans District 9 will continue to coordinate closely throughout RTIP implementation to ensure consistency with the State Highway System Management Plan, the 2023–2043 RTP, and Caltrans' statewide goals for safety, asset management, and multimodal system resilience.

2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

$5,439,

B. **Advance Project Development Element (APDE) –** *Identify any proposals for the APDE share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location. (See Section 42-47)*

There is no APDE capacity identified for the 2026 STIP.

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

Click here to enter text.

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ITIP	STBG/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Pg 6 Amendment #1	State Line Road reconstruction FLAP match	$1,721			$20,279	$2,523		$22,000
Pg 14 Amendment #1	Connecting Tecopa ATP match	$2,075			$7,802			$9,877 -
Pg 6 Amendment #1	East Line Street Bridge, replacement	$2,415			$191	$128		$2,734
								-
								-
								-
								-
								-
								-
								-
Total		-	-	-	-	-	-	-

Notes: State Line Road Reconstruction: Fund source No. 1 $20,279,000 is a Federal Lands Access Program Grant. Fund source No. 2 is local match from RMRA. Connecting Tecopa ATP project: Fund Source No. 1 is Cycle 7 Active Transportation Program grant funding. East Line St. Bridge project: Fund Source No. 1 is prior year funded STIP. Fund source No. 2 is prior year COVID STIP funding.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

NO ITIP funding is requested.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region. See Section 24(g).

The Inyo County Local Transportation Commission (ICLTC) recognizes that maintaining safe, reliable, and efficient interregional highway connections is vital to the economic, social, and emergency preparedness needs of the Eastern Sierra region. For over two decades, the ICLTC has prioritized safety and capacity improvements along the U.S. 395 corridor, the region's primary north-south interregional route linking Southern California with the Eastern Sierra, Reno, and Northern Nevada.

Historically, the ICLTC partnered through Memoranda of Understanding (MOUs) with neighboring agencies—including the Mono County Local Transportation Commission, the Kern Council of Governments, and the San Bernardino County Transportation Authority—to leverage Interregional Transportation Improvement Program (ITIP) funding in collaboration with Caltrans. These partnerships successfully advanced multiple safety and operational improvements along the Eastern Sierra corridor.

Although the MOUs have since expired, the ICLTC continues to support the completion of previously identified interregional projects that remain critical to corridor safety and mobility, including:

- State Route 14 – Freeman Gulch Segment 2
- State Route 14 – Freeman Gulch Segment 3
- A future corridor improvement project on U.S. 395 or State Route 120 in Mono County

Completion of these projects is essential to addressing long-standing safety, freight movement, and access challenges between the Los Angeles Basin and the Eastern Sierra. The U.S. 395 corridor continues to serve as the region's lifeline route for residents, visitors, and goods movement, as well as a critical evacuation and emergency access route.

The ICLTC remains committed to collaborating with Caltrans District 9, Caltrans Headquarters, and the California Transportation Commission to advance interregional highway projects that enhance safety, preserve pavement and bridge assets, and improve operational reliability across this vital statewide corridor.

Section 9. Projects Planned within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

Not applicable.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program. See Section 24(g).

The Inyo County Local Transportation Commission (ICLTC) has identified U.S. 395, the region's primary north–south interregional corridor, as an ideal candidate for the Highways to Boulevards Reconnecting Communities Pilot Program. U.S. 395 is the only continuous highway connecting Inyo and Mono Counties with Southern California and Nevada. While the series of four-lane widening projects completed over past decades significantly improved mobility and safety for motorists, these projects also produced long-term community connectivity challenges that continue to affect rural and tribal communities along the corridor.

The expansion of U.S. 395 has, in several locations, bisected communities and limited safe access between residential neighborhoods, schools, businesses, and public services. The lack of complete streets features, including sidewalks, crosswalks, and dedicated bicycle facilities, has resulted in unsafe pedestrian crossings and restricted access for non-motorized users. Sidewalk infrastructure currently exists only within portions of Bishop, Big Pine, Independence, and Lone Pine. Outside of these communities, there are virtually no pedestrian or bicycle facilities linking key destinations, leaving residents and visitors without safe, multimodal options.

Given these conditions, U.S. 395 offers a valuable opportunity to demonstrate how the Highways to Boulevards Pilot Program can be applied in a rural, interregional context to reconnect communities and improve safety. The ICLTC, in partnership with Caltrans District 9, Mono County, and under the coordination of the Eastern Sierra Council of Governments (ESCOG), has supported the development of a grant proposal for this innovative pilot effort. The proposal envisions corridor segments where highway-to-boulevard conversions, context-sensitive design, and multimodal infrastructure could restore community connections while maintaining freight and interregional travel functions.

This initiative aligns with Caltrans Director's Policy 37 (Complete Streets), the California Transportation Commission's Equity Action Plan, and the 2024 California RTP Guidelines, which emphasize reconnecting communities divided by past infrastructure investments. The ICLTC will continue collaborating with Caltrans and regional partners to identify feasible pilot

locations, evaluate right-of-way opportunities, and integrate complete streets and community access improvements into future corridor planning.

Section 11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

Consistent with Caltrans' Complete Streets Action Plan, the Inyo County Local Transportation Commission (ICLTC) actively incorporates complete streets elements into all applicable highway and local road projects proposed for funding in the State Transportation Improvement Program (STIP). The ICLTC recognizes that complete streets design improves safety, supports equity, and enhances accessibility for all users, including pedestrians, bicyclists, transit riders, and motorists.

The ICLTC is requesting a reprogramming of the East Line Street Bridge Replacement Project, which will incorporate traffic-calming features, placemaking elements, and dedicated pedestrian and bicycle facilities. This project serves as a key link between residential neighborhoods and the access route to the region's only commercial airport. The redesign will improve safety, create a more walkable environment, and enhance multimodal connectivity within the City of Bishop.

In addition, Inyo County was awarded Cycle 7 Active Transportation Program (ATP) funding for the Connecting Tecopa Project, which will construct a 2.9-mile separated multimodal pathway linking disconnected neighborhoods within a severely disadvantaged community. The project will provide safe and accessible facilities for pedestrians and cyclists, while also integrating enhanced crossings, traffic-calming measures, and placemaking features within the community core.

Collectively, these projects demonstrate the ICLTC's commitment to advancing complete streets principles across the regional network by improving safety, promoting active transportation, and enhancing quality of life for Inyo County residents and visitors.

Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of

the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) shall include a discussion of how the RTIP relates to its SCS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS and also identify any challenges the region is facing in implementing its SCS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

The Inyo County 2026 Regional Transportation Improvement Program (RTIP), adopted in November 2025, is fully consistent with the County's 2023–2043 Regional Transportation Plan (RTP), which was amended in 2025 to incorporate updated project scope and cost data and priorities since the 2023 update. The 2026 RTIP advances the region's goals of maintaining a safe, accessible, and well-connected transportation network while emphasizing system preservation, multimodal mobility, environmental stewardship, and equitable access for all users.

The Inyo County RTP establishes policy goals that serve as the foundation for project selection and performance evaluation. The 2026 RTIP directly supports these goals as outlined below:

• RTP Goal 1 – Safety:
The State Line Road Reconstruction Project meets the safety goal by addressing pavement deficiencies and improving design standards to reduce crash potential and maintain safe travel conditions for all users. The project also supports Objective 1B to develop and retrofit transportation facilities that improve safety and accessibility.

• RTP Goal 2 – Environmental Stewardship and Sustainability:
The Cycle 7 Active Transportation Program (ATP) – Connecting Tecopa Project and the East Line Street Bridge Reconstruction advance this goal by encouraging non-motorized travel, improving pedestrian and bicycle connectivity, and reducing greenhouse gas emissions. The RTIP's focus on rehabilitation within existing rights-of-way minimizes environmental impacts and aligns with the California Transportation Commission's Climate Action Plan for Transportation Infrastructure (CAPTI). Each project incorporates context-sensitive design to preserve scenic quality and natural resources along the Eastern Sierra corridor.

• RTP Goal 3 – Infrastructure Maintenance:
The 2024 Pavement Management Program Update identifies an average Pavement Condition Index (PCI) of 53.51, categorized as "poor." This marks a decrease from the 2021–2022 baseline of 58.8, demonstrating a continued decline in system preservation. The RTIP's emphasis on projects with regional significance, including the East Line Street Bridge Replacement and State Line Road Reconstruction, will contribute to an overall improvement to pavement and bridge conditions while extending the service life of critical infrastructure.

• RTP Goal 4 – Equity:
Policies 4.7 and 4.8 promote equitable access and compliance with the Americans with Disabilities Act (ADA). The Cycle 7 ATP – Connecting Tecopa Project advances these objectives by providing safe, ADA-compliant pedestrian and bicycle facilities within a severely disadvantaged community, improving access to schools, services, and regional transit.

• RTP Goal 5 – Accessibility and Mobility:
Policy 5.2 encourages projects that connect and extend existing bicycle and pedestrian facilities within and between community centers. Each RTIP project supports this goal by improving connectivity and access to essential destinations through multimodal design features that support both active and motorized travel.

Collectively, these projects address the County's core performance areas: safety, system preservation, and multimodal connectivity. Bridge and roadway reconstruction efforts further ensure long-term resilience and reduced maintenance costs.

The Inyo County Local Transportation Commission (ICLTC), as a frontier rural Regional Transportation Planning Agency (RTPA), is not required to prepare an Alternative Planning Strategy (APS) or Sustainable Communities Strategy (SCS). Approximately 98.3 percent of the County is owned by federal, state, or City of Los Angeles entities, which limits land availability and potential density increases. In recent years, Inyo County has been actively identifying suitable parcels for purchase or rezoning to accommodate future housing and community needs.

While an SCS is not applicable, the 2026 RTIP advances sustainability by prioritizing complete streets, climate resilience, and multimodal safety improvements within existing rights-of-way. Each project supports the RTP's overarching vision of maintaining a safe, resilient, and accessible transportation system that enhances quality of life for all Inyo County residents.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your RTP. For regions outside a MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

NON MPO- PLEASE SEE TABLE B1(a)

Table B1
Evaluation – Regional Level Performance Indicators and Measures

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita		
	Percent of congested VMT (at or below 35 mph)		
	Commute mode share (travel to work or school)		
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition		
	Percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)		
Safety	Fatalities and serious injuries per capita		
	Fatalities and serious injuries per VMT		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school)		
Environmental Sustainability	Change in acres of agricultural land		
	CO_2 emissions reduction per capita		

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	**Indicator/Measure**	**Current System Performance (Baseline)**	**Projected System Performance (indicate timeframe)**
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita, area, by facility ownership, and/or local vs tourist	34,073	23,851
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	N/A	N/A
	Commute mode share (travel to work or school)	13.7%	>13.7%
Transit	Total operating cost per revenue mile	$4.99	N/A
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	705.59 (42.4% X 1664.14 County Ln Miles)	564.47 (+20%)
	Pavement Condition Index (local streets and roads)	58.8 (FY21-22)	70.56 (+20%)
Safety	Total accident cost per capita and VMT	.005 Injury crash per capita/ .18 per million VMT	<.18 per million VMT
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	Total Inyo County acres 6,545,280 X 1.7% (developed)=111,270	Will likely remain stable due to public land ownership patterns.

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- *List your performance measures.*
- *Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).*
- *State the reason(s) why selected performance measures are accurate and useful in measuring performance. Please be specific.*
- *Identify any and all deficiencies encountered in as much detail as possible*

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP, SCS, and, where applicable, the ITSP is assessed and measured.

Inyo County's 2023–2043 Regional Transportation Plan uses performance measures from the Rural Counties Task Force Performance Monitoring Indicators Study. Traditional measures such as vehicle miles traveled per capita are difficult to apply in a large frontier county; therefore, Inyo focuses on safety, pavement condition, and multimodal access.

Safety performance is tracked using crash rates per capita and per vehicle miles traveled, supported by SWITRS data and engineering evaluations. Active transportation and greenhouse gas reduction are measured qualitatively through increased multimodal projects such as the Cycle 7 Active Transportation Program Connecting Tecopa Project and the East Line Street Bridge Replacement, which enhance pedestrian and bicycle safety.

Progress toward RTP goals is evaluated through annual pavement inventories, safety data, and post-project assessments, providing reliable indicators of improved infrastructure condition, safety, and mobility across Inyo County.

Section 13. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The Inyo County Local Transportation Commission (ICLTC) evaluated the projects included in the 2026 Regional Transportation Improvement Program (RTIP) within the framework of achieving the goals and policies established in the 2023–2043 Regional Transportation Plan (RTP), amended in November 2025. The update follows the Caltrans 2024 RTP Guidelines and the requirements of the FAST Act and related federal transportation legislation.

Projects programmed in the 2026 RTIP provide measurable regional and statewide benefits. The reconstruction of State Line Road to the Nevada state line will improve safety and roadway reliability for travelers accessing Death Valley National Park and interregional travelers between California and Nevada. This corridor is one of the most heavily used access routes to the park, which draws over 1.7 million annual visitors contributing an estimated $141 million in visitor spending to surrounding communities. The Connecting Tecopa Active Transportation Project will

The East Line Street Bridge Replacement Project near Bishop will correct structural and safety deficiencies on a 50-year-old facility. The new bridge will meet current seismic and drainage standards, provide safe pedestrian and bicycle access, and improve connectivity to the Eastern Sierra Regional Airport, the only commercial air service in the region. Traffic calming, dedicated bike lanes, and improved signage will enhance safety for all users.

Together, these projects strengthen regional mobility, improve interregional freight and visitor travel, enhance multimodal safety, and support local and regional economies. By focusing on system preservation and multimodal access, the 2026 RTIP delivers benefits that extend beyond Inyo County, supporting statewide transportation goals for safety, sustainability, and equity.

Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Inyo County is a rural county with a population of less than 20,000. Inyo is not required to maintain an SCS and therefore does not have on-hand the tools or the data to make plausible projections of performance improvements for Table B2 below.

Table B2
Evaluation – Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure (per thousand dollars invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
Environmental Sustainability	Change in acres of agricultural land		
	CO_2 emissions reduction per capita		

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	**Changes to the Built Environment**	**Indicator/Measure**	**Benefits or Performance Improvement at Project Completion**
State Highway	New general-purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated	5.21 miles	Pavement reconstruction and shoulder striping
	New or upgrade bicycle lane/sidewalk miles	4334’ LF 2734’ LF	New sidewalks Repaired sidewalks
	Operational improvements	54 Curb Ramps 60’ LF	New ADA curb ramps Repair crosswalks
	New or reconstructed bridges	1-replace narrow bridge- 18.5’ span to 30’ span	Reconstruct narrow bridge and add pedestrian facility.

Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on Section 22C and 22D of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- *The total amount of existing and proposed STIP for right-of-way and/or construction of the project is $15 million or greater, or*
- *The total project cost is $50 million or greater.*

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

The Inyo County Local Transportation Commission (ICLTC) has reviewed all projects proposed in the 2026 RTIP for consistency with the STIP Guidelines Sections 22C and 22D. None of the projects in this RTIP meet the threshold for a mandatory quantitative project-level benefit evaluation; no project has existing and proposed STIP funding for right-of-way or construction exceeding $15 million, and no total project cost exceeds $50 million. Therefore, a Caltrans-generated benefit/cost analysis is not required.

Qualitative evaluations were prepared for each project consistent with Executive Order B-30-15 on climate change and equity objectives. Both RTIP projects incorporate design features that improve climate resilience, public safety, and accessibility for vulnerable users. The State Line Road Reconstruction project improves the primary interregional route to Death Valley National Park by enhancing pavement condition, shoulder width, and bicycle safety, reducing maintenance and emissions from deteriorated pavement. The East Line Street Bridge Replacement project eliminates a functionally obsolete bridge, adds pedestrian facilities, improves seismic and drainage capacity, and enhances access to the Bishop Airport and nearby neighborhoods.
Together, these projects advance RTP Goals:

1 (Safety),
2 (Climate Resilience),
3 (Infrastructure Maintenance),
4 (Equity), and
5 (Accessibility/Mobility) by rehabilitating key facilities, improving multimodal connectivity, and protecting the region's most vulnerable populations.

Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

Provide project information per Section 48 of the STIP Guidelines.

East Line Street Bridge: Replace the existing 18.5-foot-wide, 50-year-old bridge with a new structure approximately 30 feet wide and 60 feet long. The existing bridge is structurally deficient and functionally obsolete, with narrow travel lanes that place vehicles and pedestrians in close proximity and create a gap in pedestrian facilities. The replacement bridge will meet

current seismic and drainage standards and include pedestrian and bicycle accommodations consistent with Complete Streets principles.

State Line Road Reconstruction Project: Reconstruct approximately 5.2 miles of State Line Road from Death Valley Junction to the Nevada state line. The project will rehabilitate deteriorated pavement, repair shoulders, and improve drainage along this primary interregional corridor serving residents, commercial traffic, and visitors traveling to Death Valley National Park. Improvements will include new striping, signage, and delineation to enhance safety and visibility, as well as minor shoulder widening to provide additional space for bicyclists. The reconstruction will extend pavement service life, improve ride quality, and reduce ongoing maintenance needs, supporting long-term safety and reliability for both regional and interstate travel.

Connecting Tecopa: Bicycle & Pedestrian Safety Corridor (ATP project): The purpose of the Connecting Tecopa project is to create a safe, complete, and accessible 2.9-mile active transportation corridor linking the rural, disadvantaged communities of Tecopa and Tecopa Hot Springs. The project will provide separated multimodal facilities for bicyclists and pedestrians, improve safety at key crossings, and allow residents and visitors to safely reach essential destinations including the post office, community center, library, local businesses, parks, trailheads, and the Tecopa Water Kiosk.

Planning, Programming, and Monitoring (PPM): The Planning, Programming, and Monitoring (PPM) project provides funding for Inyo County Local Transportation Commission (ICLTC) staff activities related to the development, implementation, and administration of the Regional Transportation Improvement Program (RTIP) and other state and federally funded transportation programs. Tasks include project tracking, performance reporting, coordination with Caltrans District 9, participation in statewide planning initiatives, and development of future shovel-ready projects. PPM funds support the preparation of required reports, project monitoring, and timely delivery of RTIP and State Transportation Improvement Program (STIP) projects. Activities also include grant application development, community outreach, and collaboration with local jurisdictions to identify and advance transportation priorities consistent with the Regional Transportation Plan (RTP). This work element ensures efficient program delivery, fiscal accountability, and compliance with Caltrans and California Transportation Commission (CTC) requirements, strengthening the region’s capacity to secure and manage transportation funding.

Appendices

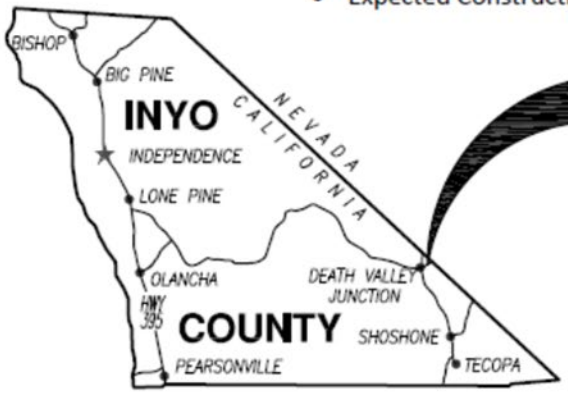
Section 17. Projects Programming Request

Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

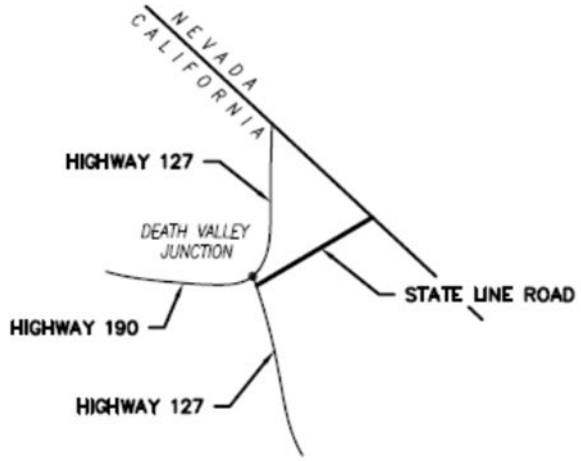
State Line Road

STATE LINE ROAD PROJECT
LOCATION MAP

- Full reconstruction of State Line Road East of Death Valley Junction, 5.2 Miles of Roadway
- $22,100,000 Total
- $19,565,000 Coming from FLAP Grant Monies
- Currently in design phase with FHWA
- Expected Construction in 2028



PROJECT LOCATION



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2024-0005 v1

Amendment (Existing Project) ☐ YES ☒ NO | Date 11/13/2025 13:59:54

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
09			5062	Inyo County Local Transportation Commission	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Inyo County					
				MPO	**Element**
				NON-MPO	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Michael Errante			760-878-0201	merrante@inyocounty.us	

Project Title

State Line Road

Location (Project Limits), Description (Scope of Work)

Federal Lands Access Program Grant - The scope of this project includes rehabilitation of 5.21 miles of State Line Road from Death Valley Junction to the NV state line. State Line Road will be widened from 24 feet to 28 feet to increase safety for bicycles. This includes 12-foot wide travel lanes and two 2-foot wide paved shoulders, along with grading, drainage structures, full depth reclamation, placement of crushed aggregate base, asphalt pavement, signage, striping and safety related features.

Component	Implementing Agency
PA&ED	Inyo County
PS&E	Inyo County
Right of Way	Inyo County
Construction	Inyo County

Legislative Districts

Assembly:	4	Senate:	8	Congressional:	26

Project Milestone	Existing	Proposed
Project Study Report Approved	01/20/2022	
Begin Environmental (PA&ED) Phase	05/01/2025	12/01/2025
Circulate Draft Environmental Document — Document Type (ND/MND)/FONSI	09/30/2025	11/01/2026
Draft Project Report	10/01/2025	02/01/2026
End Environmental Phase (PA&ED Milestone)	11/01/2025	03/31/2026
Begin Design (PS&E) Phase	07/01/2025	04/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	09/30/2027	09/30/2027
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	06/01/2028	06/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)	09/30/2028	09/30/2028
Begin Closeout Phase	10/31/2028	10/31/2028
End Closeout Phase (Closeout Report)	12/31/2028	12/31/2028

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Purpose and Need

Federal Lands Access Grant Project to improve access to Death Valley National Park, Ash Meadows National Wildlife Refuge, Bureau of Land Management lands, and to vital services. State Line Road experiences heavy traffic which includes freight. It is not designed for the heavy traffic volume and is deteriorating.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	5.21

PPR ID
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Additional Information

PPR ID
ePPR-6134-2024-0005 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	49	51
			Rating	Poor	Good	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2024-0005 v1

District	County	Route	EA	Project ID	PPNO
09	Inyo County				5062

Project Title

State Line Road

Existing Total Project Cost ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total
E&P (PA&ED)	200							200
PS&E	1,725	525						2,250
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			19,650					19,650
TOTAL	1,925	525	19,650					22,100

Proposed Total Project Cost ($1,000s)								
E&P (PA&ED)	200							200
PS&E	1,725	525						2,250
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			19,650					19,650
TOTAL	1,925	525	19,650					22,100

Implementing Agency
Inyo County
Inyo County
Inyo County
Inyo County
Inyo County
Inyo County

Notes

Fund #1:	RIP - National Hwy System (Committed)							
Existing Funding ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			1,721					1,721
TOTAL			1,721					1,721

Program Code
20.30.600.620

Funding Agency
Inyo County
FLAP Grant Match

Proposed Funding ($1,000s)								
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			1,721					1,721
TOTAL			1,721					1,721

Notes

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2024-0005 v1

Fund #2:	Other Fed - Federal Lands Access Program (FLAP) (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.300
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	200							200	Federal Highway Administration
PS&E	1,725	525						2,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,929					17,929	
TOTAL	1,925	525	17,929					20,379	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	200							200	
PS&E	1,725	525						2,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,929					17,929	
TOTAL	1,925	525	17,929					20,379	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2024-0005 v1

Complete this page for amendments only Date 11/13/2025 13:59:54

District	County	Route	EA	Project ID	PPNO
09	Inyo County				5062

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

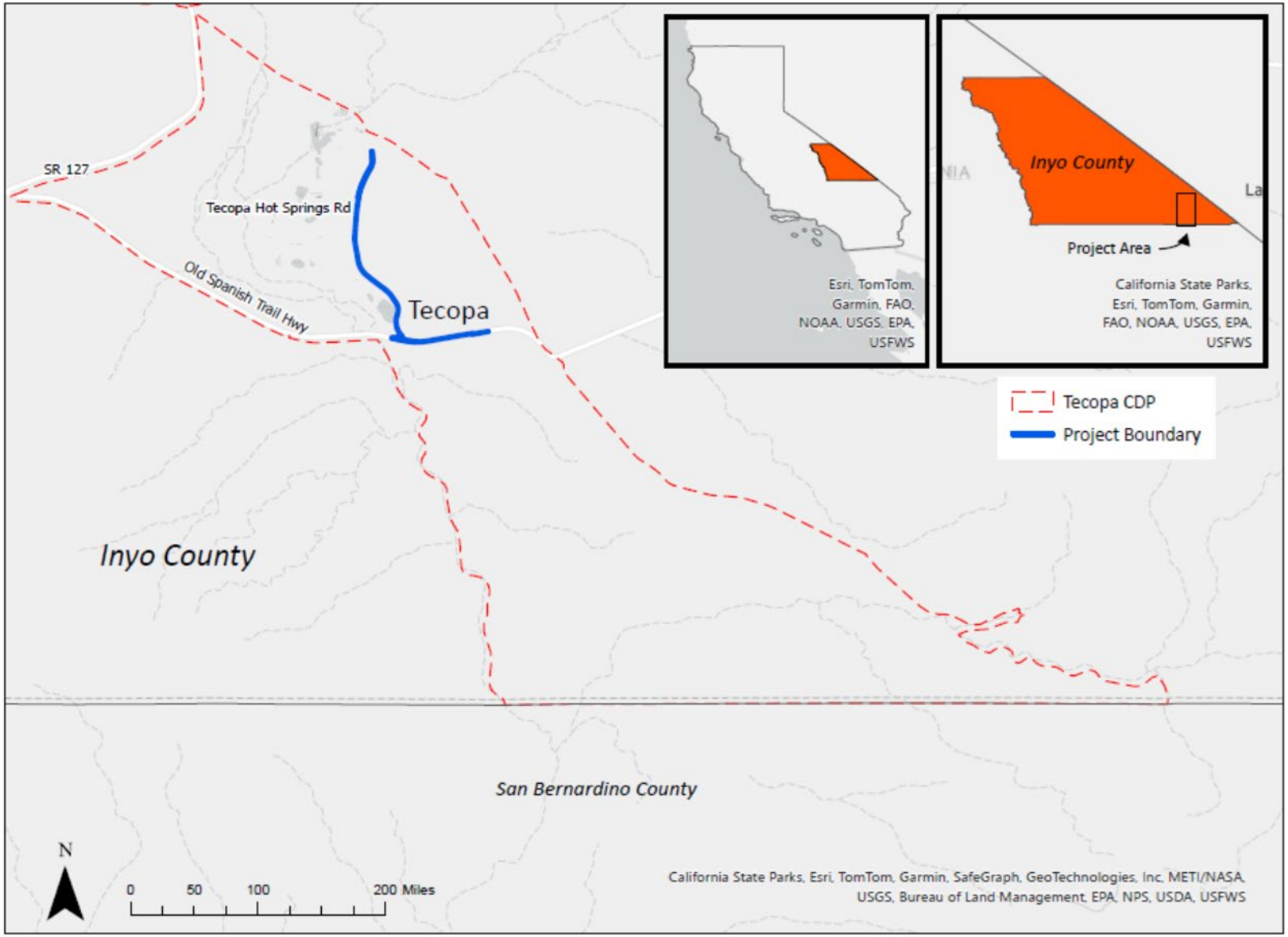
Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor
Project Location Map



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2026-0003 v0

Amendment (Existing Project) ☐ YES ☒ NO						Date	11/13/2025 13:27:41
Programs ☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☒ STIP	☐ Other		
District	EA	Project ID	PPNO	Nominating Agency			
09			2739	Inyo County Local Transportation Commission			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Inyo County							
				MPO		Element	
				NON-MPO		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Michael Errante			760-878-0201	merrante@inyocounty.us			

Project Title

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor

Location (Project Limits), Description (Scope of Work)

Construct 2.9 miles class I path, 7,720 feet Class II bike lanes, 6,000 feet sidewalks, 9 new crosswalks, 4 enhanced crosswalks, 5 pedestrian refuges, 450 feet roadway realignment, 4 gateway monuments in the town of Tecopa.

Component	Implementing Agency
PA&ED	Inyo County
PS&E	Inyo County
Right of Way	Inyo County
Construction	Inyo County

Legislative Districts

Assembly:	4	Senate:	8	Congressional:	3

Project Milestone		Existing	Proposed
Project Study Report Approved		01/24/2025	
Begin Environmental (PA&ED) Phase			03/20/2026
Circulate Draft Environmental Document	Document Type		01/05/2027
Draft Project Report			03/31/2026
End Environmental Phase (PA&ED Milestone)			01/05/2027
Begin Design (PS&E) Phase			03/05/2027
End Design Phase (Ready to List for Advertisement Milestone)			07/10/2028
Begin Right of Way Phase			01/05/2027
End Right of Way Phase (Right of Way Certification Milestone)			07/10/2028
Begin Construction Phase (Contract Award Milestone)			09/11/2028
End Construction Phase (Construction Contract Acceptance Milestone)			01/14/2030
Begin Closeout Phase			01/15/2030
End Closeout Phase (Closeout Report)			06/30/2030

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2026-0003 v0

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Purpose and Need

The purpose of the Connecting Tecopa project is to create a safe, complete, and accessible 2.9-mile active transportation corridor linking the rural, disadvantaged communities of Tecopa and Tecopa Hot Springs. The project will provide separated multimodal facilities for bicyclists and pedestrians, improve safety at key crossings, and allow residents and visitors to safely reach essential destinations including the post office, community center, library, local businesses, parks, trailheads, and the Tecopa Water Kiosk.

NHS Improvements ☐ YES ☒ NO	Roadway Class 3	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2.9
Active Transportation	Sidewalk miles	Miles	0.5
Active Transportation	Crossing Island	EA	7

Additional Information

Project Benefit continued: it provides high-visibility raised crosswalks with refuge islands at key crossing points, greatly improving safety and raising awareness of non-motorized users to drivers; and it integrates traffic-calming measures to reduce vehicle speed and support community ownership of place. This project enables residents and visitors alike to safely access shared community destinations, including a community center, post office, library, place of worship, businesses, restaurants, parks, trailheads, campgrounds and RV parks. The shared-use path greatly improves safe access to the sole water kiosk in the community, located in the Tecopa Heights neighborhood. Overall, the project represents a significant investment in active transportation safety, equity, and access for the Tecopa community that has the support of the local community. Purpose and Need continued: Additionally, both communities do not have access to safe drinking water due to unsafe levels of arsenic and fluoride and many are forced to rely on bottled water for drinking. County-maintained Old Spanish Trail Hwy (OST) and Tecopa Hot Springs Rd (THS) serve as the main streets (and only paved roads) of Tecopa and Tecopa Hot Springs, respectively. Active transportation facilities are limited to inadequate bike lanes along Tecopa Hot Springs Rd where the posted speed limit is 55 miles per hour and crosswalks in Tecopa Hot Springs. Residents walk, bike, and roll along the dirt shoulder of roadways and cross at unmarked crossings in the community cores. Non-motorized users are regularly forced to come in close contact with vehicles traveling at or above the posted speed limit. Speeding is a top concern among residents: on both OST and THS, speed limits drop from 55 to 25 MPH within each community center, however there is little signaling the presence of non-motorized users and encouraging drivers to reduce speed. Vehicles routinely run the stop sign in Tecopa Hot Springs with two crosswalks. Large numbers of tourists visit and travel through Tecopa on their way to Death Valley National Park and other recreational destinations. Tecopa’s extremely rural nature, combined with a lack of traffic-calming features and active transportation facilities, leads to a lack of awareness of the residents that live, bike, walk, and roll there. Furthermore, significant numbers of large RVs and trailers use this corridor, exacerbating safety concerns for non-motorized users and increasing the potential for high consequence collisions. The current transportation system in Tecopa is not conducive to safe active transportation, particularly those with limited mobility, small children, or anyone without high confidence in their ability to move with high-speed vehicular traffic. These deficiencies result in serious safety concerns among residents, severely limit disadvantaged community members’ ability to utilize alternative forms of transportation, and force single passenger vehicle use for those who have access.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	3	-3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6134-2026-0003 v0

District	County	Route	EA	Project ID	PPNO
09	Inyo County				2739

Project Title

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor

Existing Total Project Cost ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									Inyo County
PS&E									Inyo County
R/W SUP (CT)									Inyo County
CON SUP (CT)									Inyo County
R/W									Inyo County
CON									Inyo County
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	957							957	
PS&E		748						748	
R/W SUP (CT)		1,014						1,014	
CON SUP (CT)									
R/W		213						213	
CON				6,945				6,945	
TOTAL	957	1,975		6,945				9,877	

Fund #1:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Inyo County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	791							791	
PS&E		618						618	
R/W SUP (CT)		1,014						1,014	
CON SUP (CT)									
R/W									
CON				5,379				5,379	
TOTAL	791	1,632		5,379				7,802	

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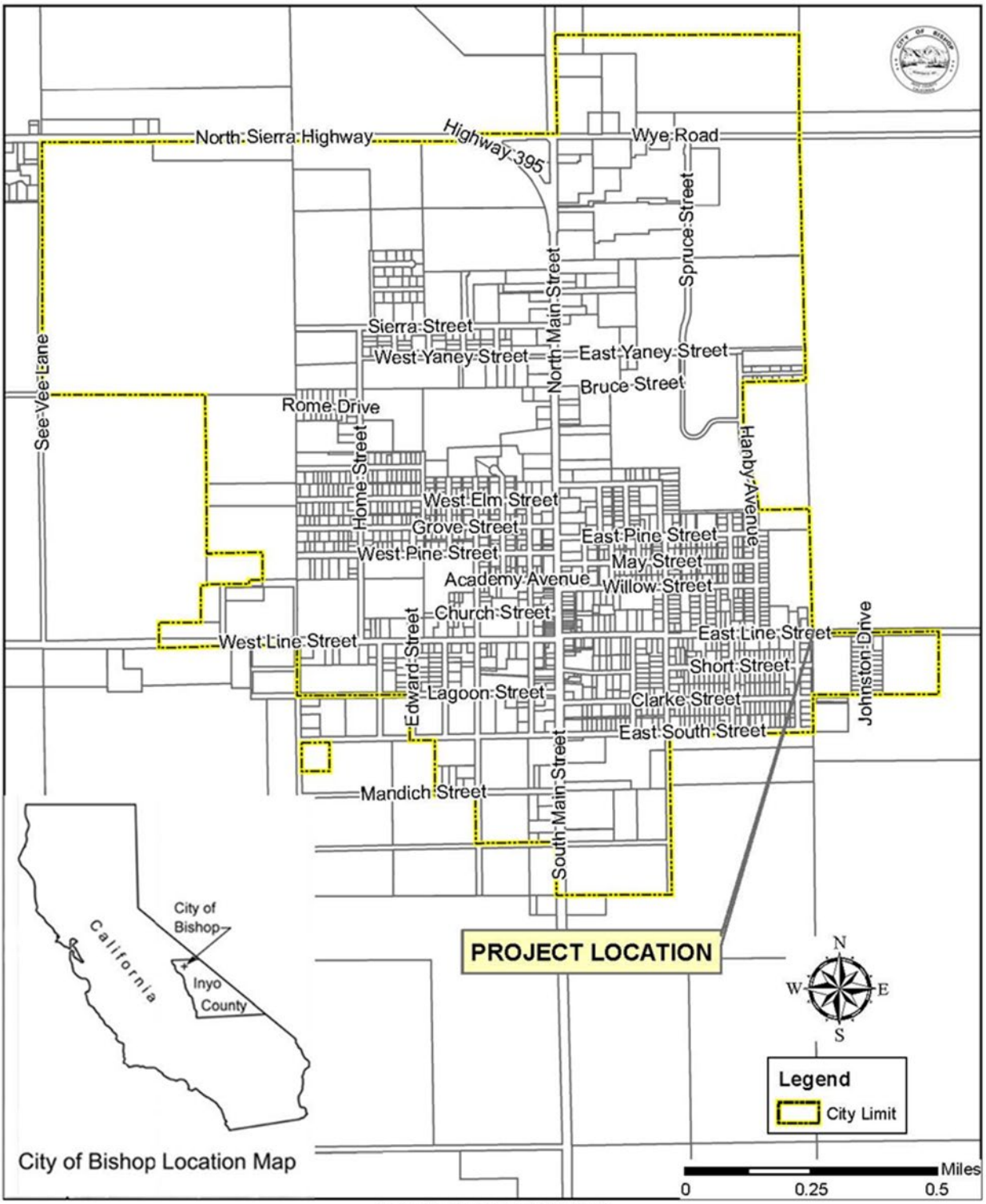
Fund #2:	RIP - State Cash (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	166							166	
PS&E		130						130	
R/W SUP (CT)									
CON SUP (CT)									
R/W		213						213	
CON				1,566				1,566	
TOTAL	166	343		1,566				2,075	

East Line Street Bridge



LOCATION MAP
EAST LINE STREET BRIDGE REPLACEMENT
City of Bishop

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

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Amendment (Existing Project) ☐ YES ☒ NO | Date 11/10/2025 15:14:58

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
09		1300002617	2658	City of Bishop	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Inyo County				Inyo County Local Transportation Commission	
				MPO	**Element**
				NON-MPO	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Nora Gamino			760-873-8458	ngamino@cityofbishop.ca.gov	

Project Title

East Line Street Bridge Replacement

Location (Project Limits), Description (Scope of Work)

In Bishop on East Line Street at Bishop Creek Canal. Replace existing 18.5 foot span wide structure with a new bridge with about a 30 feet span and 60 foot width.

Component	Implementing Agency
PA&ED	City of Bishop
PS&E	City of Bishop
Right of Way	City of Bishop
Construction	City of Bishop

Legislative Districts

Assembly:	4	Senate:	8	Congressional:	3

Project Milestone	Existing	Proposed
Project Study Report Approved	11/22/2017	
Begin Environmental (PA&ED) Phase		07/01/2021
Circulate Draft Environmental Document Document Type		07/01/2022
Draft Project Report		08/01/2023
End Environmental Phase (PA&ED Milestone)		08/01/2023
Begin Design (PS&E) Phase		08/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2024
Begin Right of Way Phase		07/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2027
Begin Construction Phase (Contract Award Milestone)		12/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		03/30/2028
Begin Closeout Phase		04/01/2028
End Closeout Phase (Closeout Report)		10/31/2028

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Purpose and Need

Existing structure is deficient, narrow and puts traffic and pedestrians in close proximity. Project area is a gap in pedestrian facilities in the area.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	1,800

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Additional Information

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	Poor	Good	
	Optional	Bridge Substructure Rating	Rating	Poor	Good	

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District	County	Route	EA	Project ID	PPNO
09	Inyo County			1300002617	2658

Project Title

East Line Street Bridge Replacement

Existing Total Project Cost ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Implementing Agency
E&P (PA&ED)									City of Bishop
PS&E									City of Bishop
R/W SUP (CT)									City of Bishop
CON SUP (CT)									City of Bishop
R/W									City of Bishop
CON									City of Bishop
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	154							154	
PS&E	165							165	
R/W SUP (CT)									
CON SUP (CT)									
R/W		115						115	
CON			2,300					2,300	
TOTAL	319	115	2,300					2,734	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	154							154	
PS&E	37							37	
R/W SUP (CT)									
CON SUP (CT)									
R/W		115						115	
CON			2,300					2,300	
TOTAL	191	115	2,300					2,606	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	128							128	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	128							128	

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – *Agencies will add their resolution or meeting minutes.*

F

Section 19. Fact Sheet (1-2 pages) (See Section 50) – The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

2026 State Transportation Improvement Program (STIP)

Fact Sheet

Inyo County Regional Transportation Improvement Program

Executive Summary

The 2026 Regional Transportation Improvement Program (RTIP) demonstrates Inyo County's continued commitment to improving safety, preserving existing infrastructure, and enhancing multimodal access across its rural transportation network. With limited Regional Improvement Program (RIP) funds, the Inyo County Local Transportation Commission (ICLTC) has prioritized high-value projects that leverage federal partnerships and align with regional transportation goals.

The 2026 RTIP programs components of three projects: 1) the State Line Road Reconstruction Project, 2) the Connecting Tecopa Bicycle & Pedestrian Safety Corridor; and 3) the East Line Street Bridge Replacement Project, as well as Planning, Programming, and Monitoring (PPM).

The State Line Road project provides the required match for a Federal Lands Access Program (FLAP) grant to reconstruct a critical interregional route between Death Valley Junction and the Nevada state line. The RTIP programs leveraging for the Connecting Tecopa Active Transportation Program project to construct a 2.9 mile separated multimodal pathway to connect a disadvantaged community. The East Line Street Bridge project replaces an obsolete bridge with a modern, seismically sound structure that includes pedestrian and bicycle facilities, improving connectivity to the Eastern Sierra Regional Airport. PPM funds ensure the effective management and delivery of RTIP projects and support the development of future shovel-ready projects.

These investments advance the goals of Inyo County's 2023–2043 Regional Transportation Plan by improving roadway safety, strengthening climate resilience, encouraging active transportation and maintaining essential transportation assets. They also promote equity and accessibility by enhancing routes used by disadvantaged and rural communities while supporting economic activity tied to tourism and regional connectivity.

Collectively, the 2026 RTIP positions Inyo County to maximize the impact of limited regional shares, extend the life of critical infrastructure, and deliver transportation improvements that enhance safety, sustainability, and quality of life for residents and visitors throughout Inyo County.

Benefits

The projects included in the 2026 Regional Transportation Improvement Program (RTIP) provide substantial regional and statewide benefits by enhancing safety, improving infrastructure reliability, and supporting economic and environmental sustainability. The State Line Road Reconstruction Project strengthens a vital interregional corridor connecting Inyo County, Nevada, and Death Valley National Park, improving pavement condition, visibility, and drainage while reducing maintenance costs and emissions associated with deteriorated roadways. The Connecting Tecopa Bicycle and Pedestrian Safety Corridor constructs a network of separated

pathways, sidewalks, enhanced pedestrian crossings and gateway monuments to improve safety for walking and rolling and to reduce vehicular speeds within community centers. The East Line Street Bridge Replacement Project addresses long-standing safety and accessibility concerns by replacing an outdated structure with a wider, modern bridge that meets seismic and hydraulic standards and includes pedestrian and bicycle facilities consistent with Complete Streets principles.

These projects collectively promote safer travel for motorists, cyclists, and pedestrians; extend the life of existing infrastructure; and ensure consistent access to regional destinations and services. The improvements also support local and regional economies by maintaining reliable routes for tourism, goods movement, and emergency access. By focusing on rehabilitation and multimodal enhancements rather than new capacity, the 2026 RTIP supports California's climate and equity goals while improving the daily mobility and quality of life for residents and visitors throughout the Eastern Sierra region.

Goals and Objectives

The 2026 Regional Transportation Improvement Program (RTIP) advances the goals and objectives established in the Inyo County 2023–2043 Regional Transportation Plan, as amended in 2025. These goals focus on improving safety, maintaining infrastructure, promoting equity, enhancing multimodal connectivity, and increasing climate resilience across the county's transportation network. The RTIP's projects directly support these priorities by investing in system preservation and safety improvements rather than expansion, ensuring that limited regional funds deliver the greatest long-term benefit.

Through the reconstruction of State Line Road and replacement of the East Line Street Bridge, the RTIP improves safety for all users, provides accessible routes that meet ADA standards, and enhances connections between communities, employment centers, and key destinations such as the Eastern Sierra Regional Airport and Death Valley National Park. The inclusion of Planning, Programming, and Monitoring (PPM) funding ensures continued coordination, oversight, and preparation of future shovel-ready projects that align with Caltrans and California Transportation Commission (CTC) objectives.

By focusing on maintenance, safety, and multimodal access, the 2026 RTIP supports Inyo County's broader goals of preserving the transportation system, improving mobility for rural and disadvantaged communities, and advancing a resilient, sustainable network that meets current and future needs.

Section 21. 2025 RTIP Funding Summary

($1,000)

Inyo																	
					Project Totals by Fiscal Year							Project Totals by Component					
Agency	Rte	PPNO	Project	Total	Prior	25-26	26-27	27-28	28-29	29-30	30-31	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
	PROPOSED 2026 PROGRAMMING																
Inyo LTC		1010	Planning, programming, and monitoring	950		200	150	150	150	150	150	0	950	0	0	0	0
Inyo County		5062	State Line Road FLAP 11.47% partial match	1,721				1,721					1,721				
Inyo County		2739	Connecting Tecopa ATP match	0		0	0		0			0	0	0	0		
City of Bishop		2658	East Line Street Bridge	2,415			115	2,300				115	2,300				
				0													
				0													
				0													
				0													
			Subtotal, Highway Proposals	5,086													
	Total Proposed 2026 STIP Programming			5,086													