



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 377 W Line Street, Bishop Ca 8:30 a.m.

Join Zoom Meeting

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

Meeting ID: 834 4860 2089
Passcode: 445550
1 669 900 9128 US

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: jkokx@inyocounty.us. 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 19, 2025

8:30 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

1. Consent Agenda
 - a) Approve the minutes of the meeting of August 20, 2025.
 - b) [Overall Work Program Amendment- No.1](#) to incorporate STPG Evacuation Route Resilience Plan and FY2024-25 RPA carryover.
 - c) Approve Letter of Support for Inyo County Planning Department- Sustainable Transportation Planning Grant Proposal to develop a Big Pine Corridor Project and authorize the Executive Director to sign.

2. Approve Resolution No 2025-12 adopting the [2025 Regional Transportation Improvement Program](#) and authorize the Executive Director to make minor administrative changes as required by the California Transportation Commission and to sign the final submission.
-

DISCUSSION ITEMS

3. [Amendment No. 1](#) to the [2023 Regional Transportation Plan](#)

INFORMATIONAL ITEMS

4. City of Bishop Report
5. ESTA Executive Director's Report
6. Caltrans Report
7. Tribal Report
8. DVNP Report
9. USFS Report
10. Executive Director's Report
 - FY24-25 through FY28-29 Inyo County Road Dept. [Capital Improvement Program \(CIP\)](#)
Gordon Moose
11. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Consider canceling the December 17th regular meeting and resume regular meetings on January 21, 2026, at the Independence Board Chambers

UPCOMING AGENDA ITEMS

Adopt Amendment No. 1 to the 2023 Regional Transportation Plan
Pavement Management Program Draft
Title VI Draft Plan
Social Services Transit Advisory Committee

#1 Consent Agenda

- a) Approve the minutes of the meeting of August 20, 2025.
- b) [Overall Work Program Amendment- No.1](#) to incorporate STPG Evacuation Route Resilience Plan and FY2024-25 RPA carryover.
- c) Approve Letter of Support for Inyo County Planning Department-Sustainable Transportation Planning Grant Proposal



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Michael Errante, Executive Director

MINUTES

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

August 20, 2025

8:32 a.m. Open Meeting

1. Roll Call

Commissioner's Present

Vice-Chair-Jeffery Ray
Commissioner Jennifer Roeser
Commissioner Jose Garcia
Commissioner Scott Marcellin
Commissioner Stephen Muchovej

Other's Present

Justine Kokx: LTC Transportation Planner
Amy Cutright: LTC Secretary
Phil Moores: ESTA
Nora Gamino: City of Bishop
Neil Peacock: Caltrans
Gordon Moose: Inyo County Roads
Shannon Platt: Inyo County Roads
Lauren Prehoda, Caltrans- presenter for road tax
Stephanie Ross
Rick Franz: Caltrans
John Patzer- Resident

2. Public Comment - None

ACTION ITEMS

1. Consent Agenda

- a. Request approval of the minutes of the meeting of July 16, 2025

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

b. Approve Resolution No 2025-08, approving the State of Good Repair program Project List submitted by Eastern Sierra Transit Authority for FY2025-26.

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

c. Approve Resolution No 2025-09 Authorizing Use of Carbon Reduction Program Funds for the South Barlow Multi-Use Path Rehabilitation Project.

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

d. Approve Resolution No 2025-10 Accepting Sustainable Transportation Planning Grant Award for Evacuation Route Resilience Plan.

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

DISCUSSION ITEMS

1. 2026 Final Fund Estimate and Inyo County 2025 Draft RTIP

Justine present information regarding the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP) in light of the 2026 Final Fund Estimate for Inyo County. The county's original target share was \$6.2 million, but the final estimate released in July reduced it to \$5.4 million, leaving Inyo with about \$760,000 less than anticipated. With ongoing commitments and the new Tacopa Active Transportation Program match, the proposed RTIP currently reflects a negative balance of approximately \$964,000. Adding to the challenge, there is no funding capacity for new projects in the first two years of the cycle, 2026–27 and 2027–28, meaning projects such as the East Line Street Bridge, which is being reintroduced after lapsed funding, and the Tacopa ATP Match may need to be deferred until 2028–29.

This reduction reflects a broader decline in statewide funding capacity, which has dropped from \$1.6 billion in the last cycle to less than \$1 billion due to decreased gas tax revenues. Staff emphasized the need to build a strong narrative in the RTIP to highlight the importance of Inyo's projects, particularly their alignment with state priorities such as equity, climate resilience, and emergency preparedness. The draft narrative will be prepared for review in October, with adoption planned for November.

Staff are coordinating with CTC analyst Casey Moore Gutierrez to explore possible flexibility for small counties and will continue advocating for Inyo's priorities. The RTIP hearing in November will not involve Inyo since those funds belong to Caltrans, but the February STIP hearing and the March adoption present opportunities for advocacy. Attending hearings and presenting the case for Inyo will be key, alongside exploring potential negotiations with other counties to adjust programming years, even though past attempts at such arrangements have not been successful. Ultimately, the LTC will need to justify its requests while recognizing the reduced funding reality and limited options available this cycle.

INFORMATIONAL ITEMS

1. Lauren Prehoda from Caltrans provided an update on the State's exploration of alternatives to the current per-gallon gas tax, specifically the potential transition to a road use charge system based on miles driven. She explained that several pilot programs have been completed to gather information, with a particular focus on rural areas and tribal communities. While outreach has been conducted, tribal governments have expressed reluctance to participate due to concerns about sovereignty, impacts on tribally owned gas stations, and reliance on federal rather than state transportation funding. Public input also emphasized strong privacy concerns, with many participants unwilling to accept GPS tracking even if it meant paying higher taxes.

Technology testing showed that GPS is generally accurate when paired with reliable maps, but the costs of data collection for private roads, which represent only about 1.5 percent of mileage driven, may outweigh the benefits. The discussion also highlighted equity issues, as rural residents currently pay more under the gas tax because they tend to drive less fuel-efficient vehicles, and some stakeholders suggested applying road use charges first to electric vehicles. For commercial vehicles, Caltrans has proposed an administrative structure where passenger vehicles would be overseen by the DMV while commercial vehicles would report through the California Department of Tax and Fee Administration using the existing IFTA process. This approach would minimize additional reporting burdens, though the Legislature may still consider tiered rate structures for heavier trucks given their greater impact on roadway conditions.

Lauren noted that a fourth pilot program wrapped up earlier this spring, with results being analyzed and a final report expected next year. She also shared that the Assembly Transportation Committee will be holding an informational hearing next week to review how other states, including Hawaii, are addressing similar issues. The broader discussion is beginning to take shape at both the state and federal levels, with policy development continuing alongside engagement efforts through organizations such as the Rural County Representatives of California and the Farm Bureau.

2. City of Bishop Report

Nora announced that on Monday night they would present to Council an agreement for the City of Bishop to participate in Southern California Edison's LS1 streetlight conversion program, which replaces old fixtures with energy-saving LED lights. The program closes on October 1, and anyone interested in converting SCE-powered streetlights was encouraged to contact John King at SCE. Staff also invited the public to attend the same Council meeting for the first public discussion on the City's ongoing water and sewer rate study, highlighting the importance of early community participation in shaping future rate decisions.

Commissioners raised concerns about past LED conversions by LADWP in Lone Pine, describing them as overly bright and disruptive, despite their lower energy use. In response, staff clarified that SCE's fixtures differ from LADWP's, being night-sky friendly, directional, and available in warmer light tones (2700–3000K) rather than the harsher 4000K option. The Council will decide on the appropriate light color as part of the agreement. Staff also noted that unlike LADWP's fixtures, SCE's do not turn fluorescent blue when failing. Overall, the conversion promises significant energy savings, while the City seeks to balance efficiency with community livability.

3. ESTA Executive Director's Report

It was reported that eight new vehicles have been received and will soon be in operation. Ridership remains strong, with no complaints received, and longer trips are frequently selling out. To

accommodate demand, there is consideration to acquire a larger rig. Four new bus shelters are also being installed at designated locations. In addition, a small pilot test of a new system is underway, and the agency is exploring the possibility of extending service on Sundays in response to community requests. A grant application for a new building has been submitted, with updates expected within the next few months.

During discussion, Commissioner Roeser inquired about the increase in weekend flights during the summer. It was noted that additional flights are scheduled for Friday evenings, Saturday mornings and afternoons, and Sunday, and coordination with ESTA will be important to ensure rides are available. Commissioner Marcellin asked about the status of grants and acknowledged the delivery of the new fleet. It was also noted that the agency is preparing to transition from the old logo to the new branding as the updated fleet enters service.

4. Caltrans Report

Neil congratulated the Commission on their recent grant award and noted that the next step will be amending the Overall Work Program (OWP) so the funds can be incorporated and the project initiated. They also highlighted that the Bishop Paiute Tribe received a transportation planning grant and will receive technical assistance to ensure compliance with state contracting requirements. Caltrans staff met with headquarters to review next year's OWP milestones and resources, and introduced a new initiative, the California Integrated Travel Project, which will bring real-time transit technology to ESTA's fleet in Mammoth. In addition, a district-wide transit plan will be launched to improve operations, shelters, and related facilities.

Several project updates were shared. Pavement projects in Fish Springs and Bishop remain on track for completion next spring, with contractors using overnight work where possible. The Meadow Farms ADA project, a \$13 million effort, is under one-way traffic control and should be completed after Labor Day, with additional segments scheduled into spring. A Lone Pine Pedestrian safety project near the high school will begin in October with initial work followed by winter suspension. The related Lone Pine sidewalk project has gone to bid and will move forward once bids are reviewed. Utility crews are replacing poles along Highway 168, causing intermittent delays, while the Olancha/Cortago project is nearing completion and will feature a ribbon-cutting ceremony in October.

Caltrans also described a new safety campaign, "Pull Over, Don't Blow Over," aimed at reducing trailer blow overs on Highway 395 through posters and signage. A reminder was given about the Section 5310 transit funding call for projects, with applications due September 3. Discussion then shifted to the evacuation route and resilience planning grant, which will begin with an RFP for a consultant and feature extensive outreach with both stakeholders and directly affected communities. The plan will identify critical egress routes, compile concerns, and provide conceptual design work up to 30 percent to position projects for future capital funding. Commissioners emphasized the importance of prioritization, community engagement, and alignment with countywide efforts.

A question was raised about the timeline and impacts of a rock plant associated with a highway project in the southern part of the county. Residents have expressed frustration with noise and disruptions, and concerns were raised about agricultural crossings that require full highway closures until the plant is decommissioned. Caltrans staff committed to looking into the matter further.

5. Tribal Report

none

6. DVNP Report

none

7. USFS Report

none

8. Executive Director's Report

Shannon Platt, Deputy Director of Public Works, provided an update on current road projects and funding in Inyo County. He expressed gratitude for RMRA funds and noted that a large slurry seal project had recently been completed in Independence, with additional work underway in Bishop and scheduled through next week. County crews will handle the striping and stop bar painting in-house to save costs. Platt also reported progress on reimbursements for storm damage repairs from 2023, including projects at Whitney Portal and Lone Pine, though the timing and amounts of FEMA payments remain uncertain. He mentioned upcoming work on Mountain View and Substation Road in Lone Pine, as well as smaller repairs completed with leftover materials, acknowledging that while some communities feel overlooked, crews are working across the county to address needs.

Platt also noted community appreciation for recent work on Rocking K Road. In closing, staff announced that the September LTC meeting will be canceled due to travel to a national planning conference in Providence, Rhode Island, where Inyo will join other regional agencies to share ideas and gain insights related to transportation planning and funding opportunities.

9. Reports from all members of the Inyo County LTC

None

CORRESPONDENCE

None

ADMINISTRATIVE

FY2022-2023 ICLTC Financial Statements

ADJOURNMENT

Adjourned at 10:14 a.m. until 8:00 a.m. Wednesday October 16, 2025, Independence Board Chambers.

UPCOMING AGENDA ITEMS

Inyo County CIP (October)

2025 RTIP adoption (November)

Title VI Draft Plan



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: November 19, 2025

SUBJECT: [Amendment No.1 FY 2025-2026 Overall Work Program](#)

Recommended Action

Staff recommends that the Inyo County Local Transportation Commission adopt Resolution No. 2025-11, approving Amendment No. 1 to the FY 2025–2026 Overall Work Program (OWP), and authorize the Executive Director to complete all necessary paperwork to implement the amendment.

Background

The Inyo County Local Transportation Commission (ICLTC) is required annually to adopt an Overall Work Program (OWP) that defines the scope of work and budget for transportation planning activities to be undertaken during the fiscal year. The OWP provides a comprehensive overview of proposed work elements, anticipated products, responsible agencies, and funding sources used for regional planning and coordination activities.

The OWP is developed in accordance with the Caltrans 2017 Regional Planning Handbook, federal planning factors under Federal law and other relevant guidance. It also serves as the authorizing document for the transfer of Rural Planning Assistance (RPA), Planning, Programming, and Monitoring (PPM), Sustainable Transportation Planning Grant funds, and Transportation Development Act (TDA) funds.

Discussion

Amendment No. 1 to the FY 2025–2026 OWP includes two primary updates:

1. Carryover of Rural Planning Assistance (RPA) Funds

- RPA funds from FY 2024–2025 (\$57,500) are being carried over into Work Elements 100.1 - Compliance & Monitoring (\$10,000) and 400.1 – Project Development and Monitoring (\$47,500).
- These carryover funds support ongoing project scoping, coordination, and early-stage project development consistent with the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP).

2. **Addition of New Work Element 400.5 – Inyo County Evacuation Route Resilience Plan**

- This new work element incorporates the Sustainable Transportation Planning Grant awarded to the ICLTC for preparation of the *Inyo County Evacuation Route Resilience Plan* in an amount of \$233,000 (\$197,422 grant funded; \$25,578 match).
- The Plan will assess existing evacuation routes throughout Inyo County to identify critical vulnerabilities related to wildfire, flooding, rockfall, and other natural hazards. It will develop strategies to improve roadway resilience, emergency access, and public safety during evacuation events.
- The project will involve coordination with Caltrans District 9, Inyo County Public Works and Office of Emergency Services, local jurisdictions, and Tribal Governments.
- Key deliverables include:
 - A GIS-based map of priority evacuation routes;
 - A set of infrastructure and policy recommendations to enhance regional evacuation readiness; and
 - A final plan document consistent with Caltrans' Climate Action Plan for Transportation Infrastructure (CAPTI) and Race and Equity Action Plan (REAP) frameworks.

Funding in the amount of \$233,000 for this work element will support consultant services, public engagement, and staff time necessary to guide the planning process.

Affected pages in the OWP include:

- Pages 25-26 100.1- Compliance & Monitoring
- Pages 36-38 400.1 Project Development & Monitoring
- Pages 47–49: New Work Element 400.5 – Inyo County Evacuation Route Resilience Plan
- Page 66: Funding Source Summary

Fiscal Impact

This amendment programs RPA Carry Over funds with an increase to the total OWP budget of \$57,500.

The addition of Work Element 400.5 is supported entirely by the Sustainable Transportation Planning Grant funding in the amount of \$233,000.

Attachments:

2025-2026 OWP Amendment

OWP Transmittal Memo

OWP Budget Summary



MPO/RTPA OWP Amendment Transmittal Memo

This form is required for all administrative and formal Overall Work Program (OWP) amendments. Refer to the MPO/RTPA OWP and Grant Amendment Guidelines for assistance with submitting your request.

OWP Amendment Information

OWP Amendment Information			
MPO/RTPA Name		Fiscal Year (FY)	
Amendment Type	Choose an item.	Amendment #	

OWP Amendment Checklist

Reason for an Administrative Amendment (select all that apply)	
☐ Clarify an already approved task in the executed OWP (Examples: clarifying responsible parties or correction of errata)	
☐ Enhance already approved activities or tasks in the executed OWP (Examples: adding outreach sessions or meetings to a Work Element activities)	
☐ Shift funds between Work Elements as long as there is no change to scope of work or total programmed amount of CPG/RPA/SPR/SB 1 funds	
☐ Combine already approved activities	
☐ Changes to non-CPG/RPA/SPR/SB 1 funds (adding/deleting a Work Element) that don't affect transportation planning funds, activities or products and don't result in redirection of staff time or aren't a detriment to previously approved transportation planning activities and products	
☐ Grant amendment that includes revisions to approved tasks, Project Cost and Schedule, or project title change to use an AKA (no changes to project deliverables or total project cost)	
☐ Other: _____	
Administrative Amendment Package Required Documents	
Please submit in one email	☐ MPO/RTPA OWP Amendment Transmittal Memo (this form) that clearly outlines the revisions to the OWP and/or OWP budget
	☐ All revised Work Elements and any other affected pages within the OWP
	☐ Revised OWP Budget Revenue Summary
	☐ Grant Amendment: Completed Change in Grant Agreement Terms (CAT) form, revised Scope of Work/Project Cost and Schedule, and revised SB 1 Sustainable Communities Formula List of Projects, as applicable (associated Work Element task schedule/budget table should mirror the revised grant Scope of Work/Project Cost and Schedule)

Reason for a Formal Amendment (select all that apply)

- ☐ Increase/decrease in total CPG/RPA/SPR/SB 1 funds
- ☐ Program carry-over CPG/RPA/SPR/SB 1 funds from previous fiscal years
- ☐ Program new FHWA Strategic Partnerships, FTA § 5304/SHA Sustainable Communities Grants, SB 1 Competitive Grants and SB 1 Formula Grant Funds
- ☐ Add/delete a Work Element (Federal approval required if CPG - see below) and/or Work Element tasks/activities (CPG/RPA/SPR/SB 1 funds)
- ☐ Grant Amendment that increases/decreases total project cost
- ☐ Other: _____

Requiring Federal Approval (MPO Only)

- ☐ Significant changes to the Scope of Work of a Work Element
- ☐ 20% increase or decrease in CPG funds (cumulative or in a single change)
- ☐ Add/delete a CPG-funded Work Element

Formal Amendment Package Required Documents

**Please
submit
in one
email**

- ☐ MPO/RTPA OWP Amendment Transmittal Memo (this form) that clearly outlines the revisions to the OWP and/or OWP budget
- ☐ All revised Work Elements and any other affected pages within the OWP
- ☐ Revised OWP Budget Revenue Summary
- ☐ If there is an increase or decrease in the total amount of CPG/RPA/SPR/SB 1 funds, include amended and fully executed OWPA
- ☐ Board Resolution or minutes from the board meeting approving the amendment
- ☐ **Grant Amendment:** Completed CAT form, revised Scope of Work/Project Cost and Schedule, and SB 1 Sustainable Communities Formula List of Projects included as applicable (associated Work Element task schedule/budget table should mirror the revised grant Scope of Work/Project Cost and Schedule)

Amendment Details (insert additional sheets as needed)

Include affected Work Element number(s) and name(s), specific fund source(s), the amount of funding increase/decrease for each Work Element, and justification for the change(s)

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

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Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

MPO/RTPA Signature

This form is required for all OWP amendments and must be signed by the MPO/RTPA Executive Director or designated staff.

MPO/RTPA Executive Director (or Designated Staff)			
Full Name			
Signature		Date	

2025/2026 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE					
Number	Description	RMRA	RPA	RPA-CO CarryOver	LTF	PPM	TOTAL
100.1	Compliance & Oversight		\$ 90,000	\$ 10,000			\$ 100,000
110.1	Overall Work Program		\$ 15,000				\$ 15,000
200.1	Regional Transportation Improvement Program		\$ 15,000				\$ 15,000
300.1	Administer Transit				\$ 122,046		\$ 122,046
310.1	Coordinate Transit Services				\$ 10,000		\$ 10,000
400.1	Project Development & Monitoring		\$ 95,500	\$ 47,500			\$ 143,000
400.2	Development of Grant Proposals		\$ 30,000				\$ 30,000
400.3	Inyo County Electric Vehicle Charging Infrastructure and Network Plan	\$ 201,500				\$ 26,111	\$ 227,611
400.4	Monitor changes in Transportation Funding		\$ 5,000				\$ 5,000
400.5	Inyo County Evacuation Route Resilience Plan	\$ 197,422				\$ 25,578	\$ 223,000
500.1	Regional Transportation Plan Coordination & Regional Planning		\$ 15,000				\$ 15,000
510.1	Regional Transportation Plan		\$ 2,000				\$ 2,000
600.1	PMP/GIS		\$ 48,000				\$ 48,000
700.1	Planning, Programming & Monitoring					\$ 180,000	\$ 180,000
	TOTALS	\$ 398,922	\$ 315,500	\$ 57,500	\$ 132,046	\$ 231,689	\$ 1,135,657

**FY2023/2024 & FY2024/2025 PPM Funding

RESOLUTION No. 2025-11

**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 2025/2026
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, Amendment No. 1 to the FY 2025–2026 OWP (i) carries over Rural Planning Assistance (RPA) funds in the amount of \$57,500 from FY 2024–2025 into Work Element 100.1 (Compliance & Monitoring \$10,000) and 400.1 (Project Development & Monitoring \$47,500), as identified in the Amendment, and (ii) establishes a new Work Element 400.5 titled “*Inyo County Evacuation Route Resilience Plan*,” which incorporates the Sustainable Transportation Planning Grant scope, products, and schedule for said plan into the OWP; and

NOW, THEREFORE, BE IT RESOLVED, that the Inyo County Local Transportation Commission approves Amendment No. 1 to the Inyo County Local Transportation Commission Overall Work Program for the 2025–2026 Fiscal Year; and

BE IT FURTHER RESOLVED, that the ICLTC recognizes Work Element 400.5, “*Inyo County Evacuation Route Resilience Plan*,” as part of the FY 2025–2026 OWP and directs staff to implement the tasks and deliverables identified therein; and

Resolution No. 2025-11

BE IT FURTHER RESOLVED, that the Executive Director of the Inyo County Local Transportation Commission is authorized to complete all paperwork necessary to complete this amendment and to make non-substantive changes as may be required by Caltrans.

Passed and adopted this 19th day of November 2025, by the following vote:

Ayes

Noes

Abstentions

Absent

Attest:

Executive Director of the Inyo County Local Transportation Commission

Staff, Inyo County Local Transportation Commission



Michael Errante
Executive Director

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



November 1, 2025

Cathreen Richards
Inyo County Planning Department
P.O. Drawer L
Independence, CA 93526

Subject: Letter in Support of the Big Pine 395 Corridor and Community Enhancement Plan

Dear Ms. Richards:

On behalf of the Inyo County Local Transportation Commission (LTC), I am pleased to express our full support for the Big Pine 395 Corridor and Community Enhancement Plan. This project represents an important opportunity to improve safety, connectivity, and community character along U.S. Highway 395 while advancing local and state goals for sustainability, equity, and multimodal access.

The LTC supports this effort for its focus on creating a safer, more accessible corridor that encourages walking, biking, and transit use, while revitalizing Big Pine's downtown core. The Plan complements the County's Residential Infill Project, Regional Transportation Plan, and Active Transportation goals, providing a coordinated approach to transportation, housing, and land use planning. It will also strengthen collaboration with the Big Pine Paiute Tribe of the Owens Valley and ensure inclusive engagement with Tribal, aging, and low-income community members.

By developing context-sensitive designs and mobility improvements, the Plan will establish a strong foundation for implementation through future funding opportunities such as the Active Transportation Program, Carbon Reduction Program, and Rural and Tribal Communities Grant. The Inyo County Local Transportation Commission views this planning effort as a vital step toward transforming the Big Pine corridor into a safer, more connected, and vibrant community destination for residents and visitors alike.

Thank you for your commitment to advancing this important initiative. The LTC looks forward to continued collaboration with the Planning Department and the Big Pine community to achieve this shared vision.

Sincerely,

Michael Errante
Executive Director
Inyo County Local Transportation Commission

Action Item #2

2025 Regional Transportation Improvement Program



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: November 19, 2025

SUBJECT: 2025 RTIP Adoption

For Discussion: Staff is seeking Commission approval of the 2025 RTIP Adoption

Recommended Action

Staff recommends that the Inyo County Local Transportation Commission:

1. Adopt Resolution No. 2025-12, approving the 2025 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) by the December 15, 2025, deadline; and
2. Authorize the Executive Director to sign and transmit all necessary documents to the CTC and Caltrans in accordance with State Transportation Improvement Program (STIP) guidelines.

Background

The Regional Transportation Improvement Program (RTIP) is a fiscally constrained, five-year programming document developed by each Regional Transportation Planning Agency (RTPA) in cooperation with Caltrans and local jurisdictions. The RTIP identifies projects proposed for funding under the State Transportation Improvement Program (STIP) using Regional Improvement Program (RIP) shares allocated to Inyo County by the CTC.

The RTIP is updated biennially and must be submitted to the CTC by December 15 of every odd-numbered year. It represents the region's highest transportation priorities consistent with the 2023–2043 Inyo County Regional Transportation Plan (RTP), as amended in 2025. The RTIP reflects a balanced program of safety, infrastructure preservation, and multimodal access improvements aligned with state performance goals and the Climate Action Plan for Transportation Infrastructure (CAPTI).

Discussion

The 2025 RTIP builds on the progress of the 2024 cycle, during which the Inyo County Local Transportation Commission (ICLTC) successfully restored its STIP share balance following its long-term contribution to the U.S. 395 Olancho–Cartago Four-Lane Project.

Although the 2026 Fund Estimate provides modest regional capacity, it allows Inyo County to strategically invest in projects that leverage federal and state partnerships, deliver high public benefit, and address critical needs for safety and system preservation.

The 2026 RTIP programs funding for the following projects:

1. **State Line Road Reconstruction Project** – *\$1.721 million RIP*
 - Provides the required local match for a Federal Lands Access Program (FLAP) grant.
 - Reconstructs 5.2 miles of deteriorated roadway between Death Valley Junction and the Nevada state line, improving safety, pavement condition, and interregional connectivity for residents and visitors accessing Death Valley National Park.
2. **Connecting Tecopa Bicycle & Pedestrian Safety Corridor (ATP Match)** – *\$2.075 million RIP*
 - Leverages Active Transportation Program (ATP) Cycle 7 funding to construct a 2.9-mile separated multimodal pathway connecting neighborhoods in the severely disadvantaged community of Tecopa.
 - Enhances pedestrian and bicycle safety, supports ADA compliance, and reduces vehicle speeds within the community core.
3. **East Line Street Bridge Replacement Project** – *\$2.415 million RIP*
 - Reprograms the high-priority East Line Street Bridge project, previously delayed due to right-of-way constraints.
 - Replaces a 50-year-old functionally obsolete structure with a modern, seismically sound bridge featuring dedicated pedestrian and bicycle facilities, consistent with Complete Streets principles.
 - Improves access to the Eastern Sierra Regional Airport, the region's only commercial air service.
4. **Planning, Programming, and Monitoring (PPM)** – *\$950,000 RIP*
 - Supports LTC staff activities related to project delivery, grant coordination, and development of future shovel-ready projects.
 -

These projects collectively:

- Enhance multimodal safety and access,
- Support disadvantaged and rural communities,
- Preserve critical infrastructure, and
- Advance statewide climate, equity, and resilience goals.

Fiscal Impact

The 2025 RTIP programs approximately \$7.16 million in Regional Improvement Program (RIP) funds through FY 2030–31. All projects are consistent with available regional shares under the 2026 STIP Fund Estimate and leverage significant federal and state funds to maximize investment efficiency

Public and Agency Coordination

The ICLTC developed the 2025 RTIP in close coordination with Caltrans District 9, the

California Transportation Commission, and local partners. Public meetings were held on May 21, August 20, and November 19, 2025, providing opportunities for community input. These efforts ensured that the program reflects community priorities for safety, system maintenance, and accessibility while remaining consistent with the RTP's long-term goals and performance metrics.

Conclusion

The 2025 RTIP represents Inyo County's continued progress toward maintaining a safe, equitable, and resilient transportation system. Adoption of Resolution No. 2025-12 authorizes submission of the program to the CTC and supports timely programming of regional projects for funding consideration in the 2026 State Transportation Improvement Program (STIP).

Attachments

1. Resolution No. 2025-12 – Adoption of the 2025 RTIP
2. 2025 Regional Transportation Improvement Program (RTIP)

RESOLUTION No. 2025-12

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

A RESOLUTION APPROVING THE ICLTC 2025 Regional Transportation Improvement Plan (Hereinafter referred to as the RTIP) FOR THE 2025/2026 FISCAL YEAR

WHEREAS, the Inyo County Local Transportation Commission (ICLTC) is the designated Regional Transportation Planning Agency (RTPA) for Inyo County, responsible for the development and adoption of a Regional Transportation Improvement Program (RTIP) pursuant to Section 65080 et seq. of the California Government Code; and

WHEREAS, the RTIP is a five-year program of transportation projects proposed for funding from the State Transportation Improvement Program (STIP) under Section 14526 of the California Government Code; and

WHEREAS, the RTIP identifies regional priorities for transportation improvements consistent with the adopted 2023–2043 Inyo County Regional Transportation Plan (RTP) and the State’s Climate Action Plan for Transportation Infrastructure (CAPTI); and

WHEREAS, the ICLTC prepared the 2025 RTIP in accordance with current California Transportation Commission (CTC) guidelines and in coordination with Caltrans District 9, the County of Inyo, the City of Bishop, and other local and regional partners; and

WHEREAS, the 2025 RTIP programs funding for high-priority regional projects that improve safety, preserve infrastructure, enhance multimodal access, and promote system resilience, including:

1. **State Line Road Reconstruction Project** – providing the required local match for a Federal Lands Access Program (FLAP) grant to reconstruct the corridor between Death Valley Junction and the Nevada state line;
2. **Connecting Tecopa Bicycle & Pedestrian Safety Corridor** – constructing a multimodal pathway and pedestrian safety improvements in a disadvantaged community;
3. **East Line Street Bridge Replacement Project** – replacing an obsolete bridge with a modern, seismically sound structure that includes pedestrian and bicycle facilities; and
4. **Planning, Programming, and Monitoring (PPM)** – supporting LTC staff activities related to program management and development of future shovel-ready projects; and

WHEREAS, the 2025 RTIP was developed through a transparent public process that included multiple noticed meetings of the ICLTC and coordination with Caltrans and the CTC; and

WHEREAS, the ICLTC finds that the proposed program is financially constrained, consistent with regional and state goals, and ready for submission to the California Transportation Commission for inclusion in the 2026 State Transportation Improvement Program (STIP).

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Local Transportation Commission hereby adopts the 2025 Regional Transportation Improvement Program (RTIP) as presented and authorizes its submittal to the California Transportation Commission (CTC) for consideration and inclusion in the 2026 State Transportation Improvement Program (STIP).

BE IT FURTHER RESOLVED that the Executive Director of the ICLTC is authorized to execute all required certifications, correspondence, and documentation necessary to complete the RTIP submittal and to make non-substantive modifications as may be requested by Caltrans or the CTC.

Passed and adopted this 19th day of November 2025, by the following vote:

Ayes

Noes

Abstentions

Absent

Attest:

Executive Director of the Inyo County Local Transportation Commission

Staff, Inyo County Local Transportation Commission

Discussion Item #3

**Amendment No. 1 to the 2023 Regional
Transportation Plan**



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 19, 2025

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: [Amendment No. 1](#) to the 2023 Regional Transportation Plan

The 2023 Regional Transportation Plan (RTP) Update was adopted by your Commission on November 29, 2023. The RTP must be updated every four years, the next update will occur in 2027. The purpose of the plan is to provide a transportation vision for the region for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives, and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements to create a financially constrained plan. [2023 Regional Transportation Plan](#).

The biennial Regional Transportation Improvement Program (RTIP), which is being updated in 2025, must be consistent with the region's RTP per State Transportation Improvement Program (STIP) guidelines. To ensure that the 2025 RTIP is consistent with the 2023 RTP, staff have drafted an amendment to the RTP to reflect any changes or updates to projects that have occurred within past two years. Staff is requesting your Commission provide input and add comments to the Amendment No. 1 today, if any. Your comments will be incorporated into the Draft RTP Amendment, which will be released for a 30-day public review and comment period. The review period for the Draft RTP update will correspond with the review period for an Environmental Checklist and Draft Negative Declaration of Environmental Impact prepared pursuant to the California Environmental Quality Act. The Draft RTP and corresponding environmental document will be posted during the review period on the LTC website at <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

The amendment to the RTP will be brought to your Commission again for adoption after the public comment period of November 19th through December 20th. A public hearing to consider final approval of the RTP Amendment will be scheduled at the January 21, 2026, LTC meeting. Final adoption will be agendized for the same meeting unless public comment warrants additional revisions for a later adoption.

Inyo County Local Transportation Commission

2023 REGIONAL TRANSPORTATION PLAN

Amendment No. 1 *Updated Project Lists*

November 12, 2025



Attachment 1: Amended 2023 RTP Project Lists

The 2023-2043 Inyo County Regional Transportation Plan can be found at:

<https://www.inyocounty.us/sites/default/files/2024-05/RTP%20Final%20compressed%20Amended%20051524.pdf>

The 2023 RTP Initial Study and Negative Declaration can be found at:

<https://www.inyocounty.us/sites/default/files/2023-11/RTP%20Neg%20Dec%20Final%20Packet%2011292023.pdf>

ATTACHMENT 1: AMENDED PROJECT LISTS

The RTP project tables, as shown in Attachment 1, have been amended in the following ways:

- For existing projects that have been amended, changes are shown.
- New projects added to the tables have been highlighted in blue.

TABLE 14: Caltrans District 9 Projects in Inyo County

SHOPP Projects

Project Description	Route	Back Post Mile	Ahead Post Mile	Project Location	Total Project Cost (\$1,000s)	Program - Status
Lone Pine Sidewalk and ADA	395	56.8	58.3	Lone Pine from Teya Road to East Lubken Avenue	\$6,042 \$11,773	SHOPP - PS&E and R/W CON
Meadow Farms ADA Improvements	395	117.3	117.9	Near Bishop from N. See Vee Ln to N. Barlow Ln	\$25,009 \$27,670	SHOPP - PS&E and R/W CON
North Lone Pine Pavement	395	57.9	59	Lone Pine from Locust St to north of Pangborne Ln	\$12,421 \$13,330	SHOPP - PA & ED PS&E and R/W
Manzanar Pavement and ADA	395	65	76	Near Independence from 3 miles south of Manzanar Reward Rd to .3 miles north of Shabbell Lane	\$53,674 \$55,010	SHOPP - PS&E and R/W CON
Bishop Pavement and ADA	395/168	114.9/17.6	117.8/18.3	Bishop: Main St from Jay St to Barlow Ln, Rte 168 from Pioneer Ln to 395 (Main St)	\$25,209 \$37,411	SHOPP - PA & ED CON
Fish Springs Pavement and ADA	395	91.6	100.8	Near Big Pine, from 1.3 miles south of Fish Springs Rd to Rte 168	\$40,815 \$38,312	SHOPP - PS&E and R/W CON
Manor Market Complete Streets	168	16	16.8	West of Bishop from Desiderata Ln to Barlow Ln	\$10,095 \$13,979	SHOPP - PID PA & ED
Keough CAPM	395	100.8	113	SR 168 to North of Warm Springs Road	\$32,871	SHOPP - PS&E and R/W
Furnace Creek Pavement	190	97	111.5	From North of Salt Creek Rd to North of Badwater Rd	TBD	SHOPP - PID
Wye Road Intersection	395	116.3	--	Wye Road and N. Main St in Bishop	TBD	SHOPP - PID
SR 168 West Pavement	168	0	17.5	West of Bishop from the eastern end of the SR to .2 miles east of N. See Vee Ln	\$12,440	SHOPP - PID
Golf Course 2-Way Left Turn Lane II	395	114.4	114.9	South of Bishop near the Bishop Country Club	\$1,225	SHOPP - CON
Schober Lane 2-Way Left Turn Lane	395	114	114.9	South of Bishop near the Bishop Country Club	\$1,200	SHOPP - PA & ED
Total Cost					\$188,130 \$230,356	
Note: PID = Project Initiation Document, PA & ED = Project Approval and Environmental Documentation, PS&E and R/W = Plans, Specifications, and Estimate and Right of Way, CON = Construction Source: Caltrans District 9 Quarterly Report (Jun-Sept 2025)						

TABLE 15: Caltrans District 9 Projects in Inyo County
SHOPP Minor Projects

Project Description	Route	Back Post Mile	Ahead Post Mile	Project Location	Total Project Cost (\$1,000s)	Program - Status
Bike and Ped Improvements	168	17.6	17.8	Bishop, from Pioneer Ln to Sunland Dr	\$920	CON
Haiwee Creek S/B Shoulder	395	22.8	23	S/B 395 between Haiwee Creek and 2nd Los Angeles Aqueduct	\$333	CON
Install Equipment Canopy	395	73.85		Independence Maintenance Station	\$5,700	PS&E/RW
Towne Pass Bump	190	66.1	66.2	8.3 miles east of Panamint Valley Rd	NA	PS&E/RW
Travertine Drainage Restoration Project	190	111.8	112.7	.1 miles east to 1 mile east of Badwater Rd	\$388	PS&E/RW
D9 Lab Building	395	115.025		Bishop at Caltrans D9 Office 200 ft north of W Jay St	\$11,436 \$21,938	PS&E/RW-CON
Waterline Replacement	395	115.019		Bishop at Caltrans D9 Office 200 ft north of W Jay St	\$1,540	--
Sign Replacement	190	24.5	124	Intersection of SR 190 and SR 136 at South Entrance to DVNP	\$581	--
Total Cost					\$18,777 \$24,059	
Note: PID = Project Initiation Document, PA & ED = Project Approval and Environmental Documentation, PS&E and R/W = Plans, Specifications, and Estimate and Right of Way, CON = Construction Source: Caltrans 25-26 Minor Program (Approved June 2025)						

TABLE 16: Inyo County Top Priority Funded Regional Roadway Currently Programmed Projects in RTIP or Grant Funded							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source					
County											
±	Lone Pine Sidewalk ADA	Lone Pine Central Business District	Replace and construct sidewalks and pedestrian facilities to be ADA accessible	2023	\$2,465	ATP/COVID	*		*	*	*
1	Lone Pine Town Rehabilitation	East Mountain View St., N. and S. Brewery St., Whitney Dr., Post St. Tim Holt Str. Lone Pine Av. Lake View and Muir St.	Reconstruct 2.75 miles of streets, repave and construct bike and walking lanes	2028	\$3,700	STIP/RMRA	x	x	x	x	x
1	Whitney Portal Road	US 395 to aqueduct	Reconstruct roadway	2028	\$1,255	STIP	x	x	x		x
1	State Line Road	State Line Road from SR 127 to California/Nevada border	Reconstruct 5.2 miles of State Line Road	2028	\$22,000	FLAP	x	x	x	x	
1	Old Spanish Trail Hwy	Emigrant Pass	Install high friction surface treatment, curve warning signs and flashing beacons	2025	\$209	HSIP	x				
1	Old Spanish Trail Hwy, Tecopa Hot Springs Rd	Old Spanish Trail Hwy in Tecopa and Tecopa Hot Springs Rd between Tecopa and Tecopa Hot Springs	Develop Class I path, construct bike lanes and sidewalks, raised crossings, traffic calming measures and refuge islands, and redesign intersection	2028	\$9,877	ATP	x	x		x	x
1	Trona Wildrose Road	Trona-Wildrose Road in State Pass area	Construct High Friction Surface Treatment and Chevron Signs at 13 specific curve locations along 2.8 miles of roadway	2028	\$4,633	HSIP	x	x		x	x
1	Mumy Lane	Mumy Lane Bridge	Reconstruct deteriorating Mumy Lane bridge	2030	\$1,656	Local		x	x		
City											
1	East Line St Culvert (Bridge) Replacement	East Line Street Culvert (Bridge over Bishop Creek Canal)	Replace and widen existing bridge with a reinforced box culvert, construct sidewalks, drainage, and bicycle lanes, and calm traffic	2025-2026	\$1,722 \$2,734	STIP/COVID	x	x	x		x
1	Downtown Bishop Parkways Green Alley Design -- Whitney Alley	Whitney Alley between Willow Street and Short Street	Convert parking lots and alleyways into green space and multi-modal transportation corridor	2024	\$1,300	Prop 68/City/Other	x	x		x	x
1	Warren Street Rehab Project	South end of Warren Street	Roadway and sidewalk improvements	2025	\$1,000	CPFCDS	x	x	x		
1	Warren St Rehab Project	S. Warren St from W. Line St to South	Roadway, sidewalk, and drainage improvements	2025	\$2,500	CPFCDSL/ RMRA/City GF	x	x	x		x
Death Valley National Park											
±	Badwater Road	Various drainage crossings	Install below ground reinforcements under roadway	2025	NA	NPS			*	*	
±	North Highway/Bonnie Clare	Various drainage crossings	Install below ground reinforcements under roadway	2025	NA	NPS			*	*	
±	Beatty Cut-Off, Daylight Pass, Mud Canyon	Various drainage crossings	Install below ground reinforcements under roadway	2025	NA	NPS			*	*	
1	Trona Wildrose Road	From end of County maintained road to Wildrose Campground	Convert paved roadway surface to graded gravel	2025-2026	NA	NPS		x			
					Total Cost: 6,763 \$50,864						
Source: 2022 Inyo RTIP, City of Bishop, National Park Service											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years											
Note 2: PID = Project Initiation Document, PA & ED = Project Approval and Environmental Documentation, PS&E and R/W = Plans, Specifications, and Estimate and Right of Way, CON = Construction											
Note 3: Represents total cost of project component, not just the ICLTC share											
Note 4: HSIP = Highway Safety Improvement Program											
Note 5: FLAP = Federal Lands Access Program											
Note 6: Prop 68 funding is provided by the California Natural Resources Agency											

TABLE 17b: Inyo County Roadway Maintenance Projects
Currently Programmed Projects in CIP

TABLE 17b: Inyo County Roadway Maintenance Projects Currently Programmed Projects in CIP							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Project Name	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source					
County											
1	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	Crack fill/patching/restriping/overlay/culverts as required	2027-2028	\$750	RMRA		x	x		
1	East Bishop Creek Road from Plant 4 to the end of the road 0.7 miles	Bishop	CMA Overlay	2027-2028	\$730	RMRA		x	x		
1	Death Valley Road	Big Pine	CMA Overlay	2027-2028	\$695	RMRA		x	x		
1	Cactus Flat Rd. 1.3 miles	Olancha	CMA Overlay	2027-2028	\$675	RMRA		x	x		
1	Old Spanish Trail 1.92 miles	Tecopa	CMA Overlay	2027-2028	\$730	RMRA		x	x		
1	Poleta Rd. Bishop to Poleta Laws Rd intersection	Bishop	Chip Seal	2027-2028	\$875	RMRA		x	x		
1	Carrol Creek Rd. Bridge	Olancha	Remove and replace bridge	2027-2028	\$2,450	RMRA		x	x		
1	Lone Pine Rehab	Lone Pine	Asphalt removal and replacement	2027-2028	\$8,200	RMRA		x	x		
1	Crack Fill/Patching/Restriping/Overlay/Culverts	County Wide	Crack fill/patching/restriping/overlay/culverts as required	2028-2029	\$750	RMRA		x	x		
1	East Bishop Creek Road continued	Bishop	CMA Overlay	2028-2029	\$375	RMRA		x	x		
1	Lone Pine Narrow Gauge Road	Independence	CMA Overlay, starts 1 mile East of 395	2028-2029	\$625	RMRA		x	x		
1	Lone Pine Narrow Gauge Road	Lone Pine	CMA Overlay starts at 395 for 1 mile East	2028-2029	\$625	RMRA		x	x		
1	Old Spanish Trail continue 1 mile	Tecopa	CMA Overlay	2028-2029	\$730	RMRA		x	x		
1	Trona Wildrose Chip Seal 10 miles	Panamint Valley	Chip Seal	2028-2029	\$1,110	RMRA		x	x		
Total					\$31,706						
Source: Inyo County 2024-2029 CIP											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years											

TABLE 18a: Inyo County Regional Roadway Projects Long-Term - 10 -20 years							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority(1)	Project Name/Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source					
County											
2	Whitney Portal Road	US 395 to aqueduct	Addition of bicycle lanes to roadway	2028	\$1,250	STIP	x	x	x		x
3	Trona-Wildrose Rd	0.5 mile section from San Bernardino County Line	Level out uneven road surface (dips) on high speed rural road	TBD	\$552	STIP		x	x		
3	Old Spanish Trail Highway	Old Spanish Trail Highway	Reconstruct roadway - transverse cracks	TBD	\$26,527 \$65,000	STIP / FLAP / RMRA		x	x		x
3	Independence Rehabilitation Phase II	Town streets in Independence	Reconstruct roadway - transverse cracks	TBD	\$2,208	STIP			x		
3	South Barlow Lane	South Barlow Lane / Reata Road	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$1,473	STIP		x	x	x	
3	North Barlow Lane	From Hwy 168 to end of road	Reconstruct	TBD	TBD	STIP		x	x	x	
3	Alabama Hills Rehabilitation Project	Streets in Alabama Hills Residential Area	Rehabilitation - transverse cracks	TBD	\$2,208	STIP			x		
3	Sawmill Rd	Sawmill Rd	Rehabilitation - transverse cracks Possible bicycle lane	TBD	\$2,208	STIP		x	x	x	
3	Aspendell Rehabilitation Project	Town streets in Aspendell	Reconstruct and rehabilitate 2.7 miles of roadway	TBD	\$2,208	STIP / RMRA		x	x		
Source: Inyo County, City of Bishop, Fort Independence Tribe Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1998 - 2018											

TABLE 18b: Inyo County Regional Roadway Projects Long-Term - 10 -20 years							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority(1)	Project Name/Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source					
County											
3	West Bishop Phase II	McLaren and other streets	Reconstruct roadway - transverse cracks	TBD	\$3,312	STIP			x		
3	See Vee Extension	See Vee Lane	Extend See Vee Lane (joint with Caltrans)	TBD	\$6,520	STIP	*	*			
3	Glacier Lodge Rd	From US 395 to road end	Reconstruct	TBD	\$1,104 \$30,000	STIP / FLAP			x		x
3	Onion Valley Rd	From west end of Independence to road end	Reconstruct	TBD	\$1,104 \$39,000	STIP / FLAP			x		x
3	Nine Mile Canyon Rd	Nine Mile Canyon Rd	2" AC overlay on a 6.0 mile stretch	TBD	\$1,104 \$29,000	FLAP / RMRA		x	x		
3	Mummy Lane	Mummy Lane Bridge	Deteriorating bridge, does not qualify for regular bridge program funds	TBD	\$1,656	STIP, HSIP, Local		*	*		
Death Valley National Park											
2	SR 190	Death Valley - Ryans Pass	Visitor Use Facilities	TBD	NA	FLAP	x				x
Fort Independence Tribe											
3	Fort Independence	US 395	Grade-separated crossing to connect east and west sides of US 395	TBD	\$15,000	TBD	x	x		x	x
3	Miller Lane	Intersection with US 395	Turn lanes onto/off of US 395, safety improvements at intersection	TBD	NA	TBD		x			x
Total Cost \$67,737 \$116,312											
Source: Inyo County, City of Bishop, Fort Independence Tribe Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years Note 2: Construction costs adjusted to reflect 10 years of inflation based on the growth of the CPI from 1998 - 2018											

TABLE 19a: Inyo County Regional Roadway Projects Long-Term - 10 - 20 years								Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Project Name/Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source						
City												
3 2	East Line St Improvements	E. Line St from Main St to Johnson Dr	Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage, create bike lane, and traffic calming	TBD	\$7,208 \$9,200	STIP	x	x	x	x		
3 2	Hanby Ave Improvements	Hanby Ave from Spruce to E. Line St	Rehabilitate pavement, improve drainage Spruce to Line, continuous curb, gutter, and sidewalks	TBD	\$2,868 \$3,000	STIP/ATP	x	x	x			
3 2	Third St Improvements	Third St from E. Pine St to South St	Rehabilitate pavement, curb, gutter, sidewalk, drainage along Third South to Pine	TBD	\$2,868 \$5,800	STIP	x	x	x			
3 2	Willow Street Improvements	Willow St from Main St to Hanby Ave	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$3,726 \$4,800	STIP	x	x	x	x		
3	Sierra Street	Sierra St from Main St to western end	Rehabilitate pavement, improve drainage, continuous curb, gutter, and sidewalks	TBD	\$4,000	STIP/ATP	x	x	x	x		
3	Yaney Improvements	Yaney St from Home St to Hanby Ave	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk (down to Spruce/Hanby), improve drainage	TBD	\$5,961 \$5,000	STIP/ATP	x	x	x	x		
3	Home Street Improvements	Home St from Sierra St to W. Line St	Rehabilitate pavement, improve drainage, continuous curb, gutter, and sidewalks	TBD	\$3,200	STIP/ATP	x	x	x	x		
3	Short Street Improvements Phase 1	Short St from Main St to Sneden St	Rehabilitate pavement, construct curb, gutter, and sidewalk, improve drainage as practical West of Sneden	TBD	\$662 \$1,500	STIP/ATP	x	x	x			
3	Wye Road (Joint City/County)	Wye Road Extension to Bishop Airport	New access to Bishop Airport, possibly to correspond with other airport improvements	TBD	\$3,312	STIP	x	x			x	
3	Iris Street Improvements	Iris St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$466	STIP	x	x	x	x		
3	Clarke Street Improvements	Clarke St	Rehabilitate pavement, curb, gutter, sidewalk along Clarke Main to Third	TBD	\$1,863	STIP	x	x	x	x		
Source: Inyo County, City of Bishop Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained Note 2: Construction costs adjusted to reflect 20 years of inflation based on the CPI												

TABLE 19b: Inyo County Regional Roadway Projects Long-Term - 10 - 20 years							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Project Name/Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source					
City											
3	Short Street Improvements Phase II	Short St	Rehabilitate pavement, const curb, gutter, and sidewalk, imp drainage as practical east of Second	TBD	\$1,118	STIP	x	x	x	x	
3	Moffet Street Improvements	Moffet St	Rehabilitate pavement, curb, gutter, sidewalk	TBD	\$931	STIP	x	x	x	x	
3	Church Street Improvements	Church St	Rehabilitate pavement, construct continuous curb, gutter, and sidewalk as practical	TBD	\$931	STIP	x	x	x	x	
3	Wye Road Intersection	Wye Rd	Improve intersections with Highway 6 and highway 395 (joint with Caltrans)	TBD	\$3,726	STIP	x	x			
3	First Street Improvements	First St	Drainage, pavement, curb, gutter, sidewalk	TBD	\$931	STIP	x	x		x	
3	West Pine Street Improvements	West Pine St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage Home to Main	TBD	\$3,279	STIP	x	x			
3	Sneden Street Improvements	Sneden St	Rehabilitate pavement, continuous curb, gutter, and sidewalk, improve drainage South to Line	TBD	\$1,826	STIP	x	x		x	
3	May St Improvements	May St	Rehabilitate pavement, curb, gutter, sidewalk along May Main to Hanby	TBD	\$2,868	STIP	x	x	x		
3	Bishop City Streets Rehabilitation	Misc Bishop Streets	Rehabilitate street pavement with PCI of less than 55 (failed to poor condition), improve drainage, repave and construct bike and walking lanes	TBD	\$6,800	STIP / RMRA	x	x	x	x	x
3	Johnston Drive Improvements	Johnston Drive	Rehabilitate pavement, improve drainage South to Line, continuous curb and gutter	TBD	\$2,868	STIP	x	x	x		
3	Misc. Alleys	Misc City of Bishop Alleys	Rehabilitate alley pavement and improve drainage	TBD	\$3,442	STIP			x		
Total Cost \$62,071 \$70,861											
Source: Inyo County, City of Bishop Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained Note 2: Construction costs adjusted to reflect 20 years of inflation based on the CPI											

TABLE 20: Inyo County Regional Highway Bridge Program Projects							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Project Proponent	Location	Project Description	Total Cost (\$1,000) ⁽²⁾	Construction Year	Funding Source					
1	County	Walker Creek Road Bridge	Replace Bridge No. 48C-39, across the Los Angeles Aqueduct. The existing one-lane, 9-foot wide bridge will be replaced with a 28-foot wide bridge	\$3,250	2023-24	HBP		x	x		
1	County	Carroll Creek Bridge	Replace bridge over DWP aqueduct	\$2,450	2025 -2026	HBP		x	x		
3	County	Brockman Lane over S. Fork of Bishop Creek	Replace bridge	TBD	TBD	TBD		x	x		
3	County	Old Sherwin Grade Rd	Replace bridge	TBD	TBD	HBP		x	x		
3	County	All bridge locations	Replace all qualifying bridges on County's bridge list that are structurally deficient/functionally obsolete	\$33,745	TBD	HBP		x	x		
Total Cost \$39,445 \$36,195											
Source: Inyo County, City of Bishop											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years											
Note 2: Construction costs adjusted to reflect inflation based on the CPI											

TABLE 24: Inyo County Active Transportation Funded Projects							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Project Name	Specific Location	Proposed Project Description	Construction Year	Total Cost (1,000s)	Funding Source					
County											
1	Lone Pine Town Rehabilitation ⁽²⁾	East Mountain View St., N. and S. Brewery St., Whitney Dr., Post St. Tim Holt Str. Lone Pine Av. Lake View and Muir St.	Reconstruct 2.75 miles of streets, repave and construct bike and walking lanes	2028	\$8,200	STIP / RMRA	x	x		x	
1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Old Spanish Trail Hwy in Tecopa and Tecopa Hot Springs Rd between Tecopa and Tecopa Hot Springs	Develop Class I path, construct bike lanes and sidewalks, raised crossings, traffic calming measures and refuge islands, and redesign intersection	2028	\$9,877	ATP	x	x		x	x
Big Pine Paiute Tribe											
1	Moving Towards All-Electric in Big Pine	Big Pine Paiute Tribe	Installation of EV chargers, new bus stops and purchase of EV transit bus	2024	\$1,000	CMO	x	x		x	
Death Valley National Park											
1	Salt Creek Boardwalk	West of Furnace Creek off of SR 190	Replace pedestrian boardwalk and signage, repair access road, parking area, and facilities	2025	TDB	FHA-ERFO	x	x			
Total Cost \$6,491 \$19,077											
Source: Inyo County, National Park Service											
Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/ high priority potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained											
Note 2: Also included in the funded roadway projects table. Partially funded by STIP. Additional funding has yet to be secured (as of 2025).											
Note 3: Clean Mobility Options (CMO) voucher program											

TABLE 27: Inyo County Regional Airport Capital Improvement Projects
Short-Term Projects

Priority ⁽¹⁾	Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
1	Bishop Airport	Runway 12-30 RSA Grading/Fencing	2024	\$2,250	AIP			*		
1	Bishop Airport	Replace rotating beacon on existing tower	2024	\$50	AIG			*		
2	Bishop Airport	Design and Construct Airline Terminal, Access Road and Utilities	2025 -2027	\$16,000	AIP	x	x	x		
2	Bishop Airport	Construct ARFF, SRE, Maintenance Building	2026 -2027	\$2,247	AIG	x		x		
2	Bishop Airport	Construct Airline Ramp	2027 -2028	\$10,000	AIP	x	x	x		
2	Bishop Airport	Perimeter fencing upgrades	2026	\$1,111	AIP		x	x		
2	Independence Airport	Runway 14-32 Rehabilitation	2025 -2028	\$1,500	AIP		x	x		
1	Lone Pine Airport	Taxiway A Pavement Resurfacing	2023	\$200	AIP		*	*		
2	Lone Pine Airport	Lighting Improvements	2025 -2028	\$489	AIG		x	x		
2	Lone Pine Airport	Taxiway B Pavement Rehabilitation	2026 -2028	\$750	AIP			x		
2	Lone Pine Airport	Terminal Improvements	TBD	\$122	AIG			x		
2	Lone Pine Airport	Pavement Rehabilitation of the Airport Apron and Hanger Area	TBD	\$1,500	AIP			x		
2	Furnace Creek Airstrip	Rehab runway and tie-down area	TBD	\$5,000	TBD		x	x		
2	Stovepipe Wells Airstrip	Remove pavement and convert to graded gravel airstrip	TBD	\$1,000	TBD			x		
Total Cost \$42,219 \$39,719										
Source: 2023-2028 ACIP, National Park Service Note 1: Priority: 1 = Funded/construction 0 - 5 years, 2 = Unfunded/potential construction 0 - 10 years, 3 = Unfunded/potential construction 10 - 20 years, U = Financially unconstrained										

FY24-25 through FY28-29 Road Capital Improvement Plan