



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

## **AMENDED AGENDA**

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

Justine Kokx is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

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

Meeting ID: 834 4860 2089

Passcode: 445550

1 669 900 9128 US

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Questions and comments will be accepted via e-mail to: [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us). Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

### **February 18, 2026**

#### **8:30 a.m.** Open Meeting

1. Roll Call
2. Public Comment

### **ACTION ITEMS**

1. 2026 Election of officers
2. Consent Agenda
  - a. Approve the minutes of the meeting of November 19, 2025.
3. 9:00 a.m. Public Hearing for Amendment no.1 to the 2023 Regional Transportation Plan

4. Request Commission consider approving Amendment No. 1 to the 2023 Regional Transportation Plan via Minute Order.
5. Request Commission authorize via Minute Order 1) ICLTC staff and consultant time for developing a joint ATP grant proposal with the Bishop Paiute Tribe and a separate proposal for the City of Bishop, and 2) Authorize the Executive Director to make project refinement decisions jointly with the Tribe and City as needed to finalize the proposal.

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### **DISCUSSION ITEMS**

6. FY2026-2027 Overall Work Program Draft

### **INFORMATIONAL ITEMS**

7. FY23-24 financial audit report of the ICLTC
8. Q1 & Q2 OWP Progress reports
9. City of Bishop Report
10. ESTA Executive Director's Report
  - Phil Moores' Executive Director Report
11. Caltrans Report
  - District 9 - Ben Downard Transportation Planning Branch Supervisor
12. Tribal Report
  - Bishop Paiute Tribe - Brian Adkins Tribal Urban Planner
13. Other Agencies if available
14. Executive Director's Report
  - SS4A
  - STIP – ATP and LP Town Streets
  - Brockman
  - HSM

**15.** Reports from all members of the Inyo County LTC

**CORRESPONDENCE**

None

**ADJOURNMENT**

Adjourned until 8:30 a.m. Wednesday March 18, 2026, at Bishop City Council Chambers.

**UPCOMING AGENDA ITEMS**

Annual Unmet Needs Process/SSTAC and Public Hearing

TDA Claim

FY2026-2027 Final OWP

# **#1 Election of Officers**



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Michael Errante  
Executive Director

## STAFF REPORT

**MEETING:** February 18, 2026

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

**SUBJECT:** Action Item No. 1 - Election of Officers

### **STAFF RECOMMENDATION:**

Nominate and then vote to elect Inyo County Local Transportation Commission (ICLTC) commissioners to serve as Chair and Vice-Chair of the ICLTC for the 2025 calendar year.

### **BACKGROUND:**

Section 4 of the Inyo County LTC By-Laws states:

Officers of the ICLTC shall be elected during the first meeting of each year and shall consist of a Chairperson and a Vice-Chairperson.

In 2025, the Chair of the ICLTC has been Celeste Berg, and the Vice-Chair has been Jeffery Ray.

1. The Current Chair calls for nominations for the new Chair. Conduct the Roll Call.
2. Next, the new Chair calls for nominations for Vice-Chair. Conduct the Roll Call.
3. The new Chair then takes the lead of the meetings from that point.

## **#2 Consent Agenda**



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Michael Errante, Executive Director

## MINUTES

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

**November 19, 2025**

**8:32 a.m.** Open Meeting

#### 1. Roll Call

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

Chair- Celeste Berg  
Vice-Chair-Jeffery Ray  
Commissioner Jose Garcia  
Commissioner Scott Marcellin  
Commissioner Stephen Muchovej

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

Mike Errante: LTC Executive Director  
Justine Kokx: LTC Transportation Planner  
Amy Cutright: LTC Secretary  
Jill Tognazzini- Caltrans  
Marcela Castleberry- Caltrans  
Nora Gamino: City of Bishop  
Gordon Moose: Inyo County Road Dept  
Marc Lucas- Inyo County Public Works  
Jon Patzer- Resident

#### 2. Public Comment - None

### **ACTION ITEMS**

#### 1. Consent Agenda

- a) Approve the minutes of the meeting of August 20, 2025.

\*Motion made by Vice-Chair Ray and seconded by Commissioner Marcellin to approve minutes with changes; 5-yay, 1 absent.

- b) Overall Work Program Amendment- No.1 to incorporate STPG Evacuation Route Resilience Plan and FY2024-25 RPA carryover.

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

\*Motion made by Vice-Chair Ray and seconded by Commissioner Marcellin to approve minutes with changes; all in favor.

- 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.

\*Motion made by Vice-Chair Ray and seconded by Commissioner Marcellin to approve minutes with changes; 5-yay, 1 absent.

- d) 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.

\*Motion made by Commissioner Muchovej and seconded by Commissioner Marcellin to approve minutes with changes; 4-yay, 2 absent.

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## **DISCUSSION ITEMS**

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

Staff reviewed Amendment No. 1 and explained how it relates to available funding and project priorities within the RTIP cycle. Because funding is limited in the early years, Caltrans and the California Transportation Commission recommend not adding new projects during the first three years and instead concentrating on moving current projects forward. Staff also walked through project milestones and the Caltrans project development process, highlighting the importance of clearly defining roles and responsibilities so the Commission can more easily track progress and understand key decision points.

## **INFORMATIONAL ITEMS**

1. City of Bishop Report

Staff reported continued progress on multiple projects, noting that construction advertisement and scheduling are moving forward. The West Line Street Water Main Project is expected to go out for bid in February, the South Warren Street Improvement Project will resume once winter conditions improve, and coordination continues to advance the Bishop Pavement Project this fiscal year.

Staff also noted work on two new ordinances—a dewater industrial waste permit and a mobile food vendor ordinance—and reported that updated water and sewer rates will go to the next City Council meeting, with the Proposition 218 hearing planned for early next year.

2. ESTA Executive Director's Report

None

3. Caltrans Report

Jill Tognazzini reported that work continues to advance across multiple regional transportation projects, with construction advertisement and scheduling progressing for several key initiatives. The West Line Street Water Main Project is expected to go out for bid in February, and the South Warren Street Improvement Project—previously delayed due to winter paving and concrete limitations—is anticipated to move forward and may run concurrently with other work as conditions allow. Coordination also continues to ensure delivery of the Bishop Pavement Project within the current fiscal year.

She also provided an update on ongoing construction in the Big Pine area, where pavement rehabilitation, utility improvements, and related corridor work are underway along the highway and connecting streets. These improvements support long-term infrastructure needs, enhance safety, and prepare for future efforts associated with the Big Pine Corridor Project.



Jill provided updates on statewide and regional transportation efforts and ongoing coordination with partner agencies. Jill introduced Marcela Castleberry as the incoming Acting Deputy Director and highlighted continued collaboration on programming, scheduling, and funding strategies. Jill also discussed planning for the future roundabout project, which remains in design and coordination phases with ongoing engineering review and community outreach. Additionally, Jill noted that early RTIP fiscal years have limited capacity for new projects and encouraged agencies to continue advancing existing commitments while monitoring fund estimate constraints.

4. Tribal Report  
none

5. DVNP Report  
none

6. USFS Report  
none

7. Executive Director's Report  
Executive Director Michael Errante provided an update regarding staffing capacity and project management needs, explaining that the department has experienced significant workload increases associated with large-scale capital projects, grant administration, and coordination with Caltrans and regional partners. He expressed appreciation for the Commission's support during a period of limited staff resources and emphasized the importance of strengthening internal support to maintain progress. Mike introduced Marc Lucas, newly hired Staff Engineer, who will play a major role in project oversight, engineering review, and future transportation planning efforts. He noted that expanding personnel will help improve responsiveness, increase project delivery efficiency, and better position the agency for upcoming funding cycles and regulatory requirements.

8. Reports from all members of the Inyo County LTC  
The Board expressed its appreciation to Caltrans for the ongoing and recently completed projects throughout the region.

Vice Chair Ray noted concerns about the upcoming Independence Road Project and its potential impacts on the longstanding 4th of July parade and related community activities. He requested coordination with Caltrans to minimize disruptions.

Commissioner Marcellin reported that tenants in his district are not receiving work and closure notices and suggested improved outreach, particularly for the Manor Market project.

Commissioner Garcia noted that businesses affected by construction have submitted online claims but have not received responses. Caltrans stated that the PIO will be following up with those businesses.

## **CORRESPONDENCE**

None

## **PUBLIC COMMENT**

Jon Patzer, retired Caltrans electrical engineer, who expressed concern about whether large southbound trucks on Highway 395 would be able to navigate the proposed roundabout without crossing the center line. Caltrans clarified that the roundabout will be located at a different intersection than the one he referenced, resolving the issue. Mr. Patzer thanked the Commission for the clarification.

## **ADJOURNMENT**

Adjourned at 10:14 a.m. until 8:30 a.m. Wednesday January 21, 2026, 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

# **#3 Public Hearing**

Amendment No. 1 to the 2023 RTP



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## **PUBLIC NOTICE OF INYO 2023 REGIONAL TRANSPORTATION PLAN AMENDMENT No. 1**

The Inyo County Local Transportation Commission (ICLTC) announces the availability of Amendment No. 1 for the Inyo County 2023 Regional Transportation Plan (RTP) for public review. The RTP outlines a 20-year vision for transportation improvement projects in Inyo County. The Adopted RTP and associated environmental document can be viewed on the ICLTC webpage at: <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>. Amendment No. 1 proposes minor changes to the Project Lists, including changes to project year and cost for existing projects, as well as new projects.

**NOTICE IS HEREBY GIVEN** that the ICLTC has prepared Amendment No. 1 for the above-described project.

**PUBLIC REVIEW PERIOD:** A 30-day public review period for Amendment No. 1 will commence on November 19, 2025 through December 20, 2025 for interested individuals and public agencies to submit written comments on the document. All comments must be received within the public review period. Any written comments on the RTP Amendment No. 1 can be delivered in person at the above address or mailed to:

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

The ICLTC intends to adopt Amendment No. 1 at their January 2026 meeting. The meeting will be held at the Independence Board Chambers 224 N. Edwards St., Independence and available via Zoom. For meeting information visit the ICLTC web page or contact Justine Kokx at [jkokx@inyocounty.us](mailto:jkokx@inyocounty.us) or (760) 876-0074.

All interested citizens are invited and encouraged to attend. For any further information, contact Justine Kokx.

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**#4 Amendment No. 1 to the 2023  
Regional Transportation Plan via  
Minute Order**



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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PHONE: (760) 878-0201  
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Michael Errante  
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: February 18, 2026

SUBJECT: Public Hearing and Final Adoption of Amendment No.1 to the 2023 Regional Transportation Plan

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## Recommended Action

Hold a public hearing at 9:00-9:15 a.m. Adopt via minute order Amendment No.1 to the 2023 Regional Transportation Plan (RTP)

## Discussion:

The RTP outlines a 20-year vision for transportation improvement projects in Inyo County. The Adopted RTP and associated environmental document can be viewed on the ICLTC webpage at: <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>. Amendment No. 1 proposes minor changes to the Project Lists, including changes to project year and cost for existing projects, as well as new projects. This amendment updates projects to reflect current costs estimates, includes projects that were inadvertently omitted previously, includes scope updates to current and future projects, and ensures consistency with the adopted 2025 RTIP.

This RTP Amendment No. will not cause significant effects that are not already discussed in the previously adopted Negative Declaration. The revisions are minor in nature, and there is no requirement for the County to perform a subsequent new Environmental Impact Report or Negative Declaration. An addendum does not need to go through a public review period and could be adopted by the board at the same time as the RTP Amendment.

A 30-day public review period for Amendment No. 1 commenced on November 19, 2025, through December 20, 2025, for interested individuals and public agencies to submit written comments on the document. No comments were received. If any comments are received during the public hearing held during the ICLTC meeting, Commissioners may request the comments be appended to the document.

## Attachments:

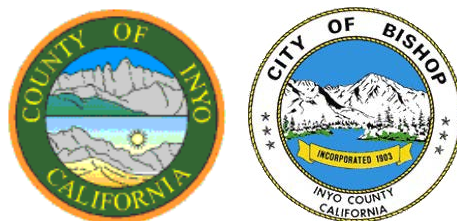
[RTP Amendment No. 1](#)

# Inyo County Local Transportation Commission

## 2023 REGIONAL TRANSPORTATION PLAN

### *Amendment No. 1* *Updated Project Lists*

December 15, 2025



## ATTACHMENTS

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Attachment 1: Amended 2023 RTP Project Lists

Attachment 2: Staff Report

Attachment 3: Addendum to Negative Declaration

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

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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	<del>\$6,042</del> \$11,773	SHOPP - <del>PS&amp;E and R/W</del> CON
Meadow Farms ADA Improvements	395	117.3	117.9	Near Bishop from N. See Vee Ln to N. Barlow Ln	<del>\$25,009</del> \$27,670	SHOPP - <del>PS&amp;E and R/W</del> CON
North Lone Pine Pavement	395	57.9	59	Lone Pine from Locust St to north of Pangborne Ln	<del>\$12,421</del> \$13,330	SHOPP - <del>PA &amp; ED</del> 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	<del>\$53,674</del> \$55,010	SHOPP - <del>PS&amp;E and R/W</del> 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)	<del>\$25,209</del> \$37,411	SHOPP - <del>PA &amp; ED</del> 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	<del>\$40,815</del> \$38,312	SHOPP - <del>PS&amp;E and R/W</del> CON
Manor Market Complete Streets	168	16	16.8	West of Bishop from Desiderata Ln to Barlow Ln	<del>\$10,095</del> \$13,979	SHOPP - <del>PID</del> 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
<del>SR 168 West Pavement</del>	<del>168</del>	<del>0</del>	<del>17.5</del>	<del>West of Bishop from the eastern end of the SR to .2 miles east of N. See Vee Ln</del>	<del>\$12,440</del>	<del>SHOPP - PID</del>
<del>Golf Course 2-Way Left Turn Lane II</del>	<del>395</del>	<del>114.4</del>	<del>114.9</del>	<del>South of Bishop near the Bishop Country Club</del>	<del>\$1,225</del>	<del>SHOPP - CON</del>
<del>Schober Lane 2-Way Left Turn Lane</del>	<del>395</del>	<del>114</del>	<del>114.9</del>	<del>South of Bishop near the Bishop Country Club</del>	<del>\$1,200</del>	<del>SHOPP - PA &amp; ED</del>
<b>Total Cost</b>					<del><b>\$188,130</b></del> <b>\$230,356</b>	
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	<del>\$11,436</del> \$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	--
<b>Total Cost</b>					<del>\$18,777</del> \$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 <sup>(1)</sup>	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)	Funding Source					
County											
<del>1</del>	<del>Lone Pine Sidewalk ADA</del>	<del>Lone Pine Central Business District</del>	<del>Replace and construct sidewalks and pedestrian facilities to be ADA accessible</del>	<del>2023</del>	<del>\$2,465</del>	<del>ATP/COVID</del>	<del>*</del>		<del>*</del>	<del>*</del>	<del>*</del>
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 <del>high friction surface treatment</del> , chevron and curve warning signs <del>and flashing beacons</del> along 1.2 miles of roadway	<del>2025-2026</del>	<del>\$209</del> \$68	<del>HSIP</del> STIP	x	x	x		
1	Trona Wildrose Road	Trona-Wildrose Road in Slate Range area	Install chevron and curve warning signs along 2.5 miles of roadway	2026	\$68	STIP	x	x	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	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 <del>and widen</del> existing bridge with a reinforced box culvert, construct sidewalks, drainage, and bicycle lanes, and calm traffic	<del>2025-2026</del>	<del>\$1,722</del> \$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 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											
<del>1</del>	<del>Badwater Road</del>	<del>Various drainage crossings</del>	<del>Install below ground reinforcements under roadway</del>	<del>2025</del>	<del>NA</del>	<del>NPS</del>		<del>*</del>	<del>*</del>		
<del>1</del>	<del>North Highway/Bonnie-Claire</del>	<del>Various drainage crossings</del>	<del>Install below ground reinforcements under roadway</del>	<del>2025</del>	<del>NA</del>	<del>NPS</del>		<del>*</del>	<del>*</del>		
<del>1</del>	<del>Beatty Cut-Off, Daylight Pass, Mud Canyon</del>	<del>Various drainage crossings</del>	<del>Install below ground reinforcements under roadway</del>	<del>2025</del>	<del>NA</del>	<del>NPS</del>		<del>*</del>	<del>*</del>		
1	Trona Wildrose Road	From end of County maintained road to Wildrose Campground	Convert paved roadway surface to graded gravel	<del>2025</del> 2026	NA	NPS		x			
					Total Cost <del>\$26,763</del> \$45,158						
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 <sup>(1)</sup>	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	<del>\$26,527</del> \$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					
<b>County</b>											
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	<del>\$1,104</del> \$30,000	STIP / FLAP			x		x
3	Onion Valley Rd	From west end of Independence to road end	Reconstruct	TBD	<del>\$1,104</del> \$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	<del>\$1,104</del> \$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		*	*		
<b>Death Valley National Park</b>											
2	SR 190	Death Valley - Ryans Pass	Visitor Use Facilities	TBD	NA	FLAP	x				x
<b>Fort Independence Tribe</b>											
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
<b>Total Cost <del>\$67,737</del> \$116,312</b>											
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

Priority <sup>(1)</sup>	Project Name/Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
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	<del>\$7,208</del> \$9,200	STIP	x	x	x	x	
3 2	Hanby Ave Improvements	Hanby Ave from Spruce to E. Line St	Rehabilitate pavement, improve drainage, gutter, and sidewalks	TBD	<del>\$2,868</del> \$3,000	STIP/ATP	x	x	x		
3	Third St Improvements	Third St from E. Pine St to South St	Rehabilitate pavement, curb, gutter, sidewalk, drainage along Third South to Pine	TBD	<del>\$2,868</del> \$5,800	STIP	x	x	x		
3	Willow Street Improvements	Willow St from Main St to Hanby Ave	Rehabilitate pavement, curb, gutter, sidewalk	TBD	<del>\$3,726</del> \$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	<del>\$5,961</del> \$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	<del>\$662</del> \$1,500	STIP	x	x	x		
3	<del>Wye Road (Joint City/County)</del>	<del>Wye Road Extension to Bishop Airport</del>	<del>New access to Bishop Airport, possibly to correspond with other airport improvements</del>	<del>TBD</del>	<del>\$3,312</del>	<del>STIP</del>	<del>*</del>	<del>*</del>			<del>*</del>
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 <sup>(1)</sup>	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	*	*			
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	\$63,823			
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 <sup>(1)</sup>	Project Proponent	Location	Project Description	Total Cost (\$1,000) <sup>(2)</sup>	Construction Year	Funding Source					
<del>1</del>	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		
<del>3-1</del>	County	Brockman Lane over S. Fork of Bishop Creek	Replace bridge	<del>TBD</del> \$1,000	<del>TBD</del> 2026	<del>TBD</del> -RMRA		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 <del>\$39,445</del> \$37,195											
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 22a: Inyo County Regional Roadway Projects**  
Financially Unconstrained

Priority <sup>(1)</sup>	Project Name/Route	Proposed Project Description	Construct Year	Total Cost (1,000s)(2)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
<b>County</b>										
U	US 395 Corridor Enhancement	Implement traffic calming and safety measures, pedestrian crossings, and place-making improvements in Inyo and Mono Counties	TBD	TBD	TBD	x	x	x	x	x
U	Bishop & Big Pine Roadway Restoration Phase I	2" AC overlay on 8.2 miles of County maintained roads in and around Bishop & Big Pine	TBD	\$1,718	RMRA			x		
U	Independence area roadway improvement project	2" AC overlay on 6.0 miles of roadway on rural roads near Independence	TBD	\$1,080	RMRA			x		
U	Lone Pine roadway restoration project	2" AC overlay on 6.7 miles of roadway in Lone Pine & the Alabama Hills subdivision	TBD	\$1,875	RMRA			x		
U	Sage Flat Rd	Reconstruct first mile of Sage Flat Rd and Olancho town streets	TBD	\$4,823	FLAP			x		
U	Lower Horseshoe Meadows Road	2" overlay - From Whitney Portal Road to 1st turn, bicycle lanes from Whitney Portal to Sunset	TBD	\$13,249	FLAP / Local			x		
U	Upper Horseshoe Meadows Road	Reconstruct - From first turn to Horseshoe Meadows recreational areas	TBD	\$13,249	FLAP			x		
U	Ninemile Canyon Road Rehabilitation Project	Reconstruct, add additional guardrail	TBD	\$8,833	FLAP			x		
U	Pine Creek Road	Reconstruct - From US 395 to Rovana	TBD	\$2,744	FLAP			x		
U	Bishop & Big Pine Roadway Restoration Phase II	Chip seal on 31.4 miles of road in and around Bishop & Big Pine	TBD	\$1,083	RMRA			x		
U	Buttermilk Road Improvements	Improve roadway, parking, trailhead amenities	TBD	NA	FLAP	x	x	x		
U	West Jay Street Extension	Extend West Jay Street west to Sunland Avenue	TBD	\$5,589	STIP	x				
U	Olancho, Cartago, & Darwin Road Rehabilitation Project	2" AC overlay on 1.9 miles of road located near these rural communities	TBD	\$311	RMRA			x		
U	Butcher Lane	Reconstruct	TBD	NA	IRR			x		
U	Wye Road	Wye Road Extension to Bishop Airport	TBD	\$3,312	STIP	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 24: Inyo County Active Transportation Funded Projects							Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority <sup>(1)</sup>	Project Name	Specific Location	Proposed Project Description	Construction Year	Total Cost (1,000s)	Funding Source					
County											
1	Lone Pine Town Rehabilitation <sup>(2)</sup>	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											
<del>1</del>	<del>Salt Creek Boardwalk</del>	<del>West of Furnace Creek off of SR 190</del>	<del>Replace pedestrian boardwalk and signage, repair access road, parking area, and facilities.</del>	<del>2025</del>	<del>TDB</del>	<del>FHA-ERFO</del>	<del>*</del>	<del>*</del>			
Total Cost					<del>\$6,491</del>	\$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 <sup>(1)</sup>	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
<del>1</del>	<del>Bishop Airport</del>	<del>Runway 12-30 RSA Grading/Fencing</del>	<del>2024</del>	<del>\$2,250</del>	<del>AIP</del>			*		
<del>1</del>	<del>Bishop Airport</del>	<del>Replace rotating beacon on existing tower</del>	<del>2024</del>	<del>\$50</del>	<del>AIG</del>			*		
2	Bishop Airport	Design and Construct Airline Terminal, Access Road and Utilities	<del>2025</del> -2027	\$16,000	AIP	x	x	x		
2	Bishop Airport	Construct ARFF, SRE, Maintenance Building	<del>2026</del> -2027	\$2,247	AIG	x		x		
2	Bishop Airport	Construct Airline Ramp	<del>2027</del> -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	<del>2025</del> -2028	\$1,500	AIP		x	x		
<del>1</del>	<del>Lone Pine Airport</del>	<del>Taxiway A Pavement Resurfacing</del>	<del>2023</del>	<del>\$200</del>	<del>AIP</del>		*	*		
2	Lone Pine Airport	Lighting Improvements	<del>2025</del> -2028	\$489	AIG		x	x		
2	Lone Pine Airport	Taxiway B Pavement Rehabilitation	<del>2026</del> -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		
<b>Total Cost <del>\$42,219</del> \$39,719</b>										
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										

## ATTACHMENT 2: STAFF REPORT

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Michael Errante  
Executive Director

### INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
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#### STAFF REPORT

**MEETING:** November 19, 2025

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

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

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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 19<sup>th</sup> through December 20<sup>th</sup>. 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 agendaized for the same meeting unless public comment warrants additional revisions for a later adoption.

## **ATTACHMENT 3: FINDINGS FOR USE OF NEGATIVE DECLARATION ADDENDUM**

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Section 15164 of the State CEQA Guidelines identifies the circumstances that allow a local agency to prepare an addendum to a negative declaration. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary and changes included in the RTP Amendment are not anticipated to involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

No substantial changes are being proposed in RTP Amendment No.1 that will require major revisions to the previously-approved Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

In conclusion, the revision will not cause significant effects not already discussed in the previously-adopted Negative Declaration. The revisions are minor in nature, and there is no requirement for the County to perform a subsequent new Environmental Impact Report or Negative Declaration.

**#5 Potential Joint ATP Grant  
Effort with the Bishop Paiute  
Tribe**





# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Michael Errante  
Executive Director

## STAFF REPORT

**MEETING:** February 18, 2026

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

**SUBJECT:** Active Transportation Program (ATP) Cycle 8 Grant Opportunity  
& Proposed Collaboration between the ICLTC with the Bishop  
Paiute Tribe

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### Recommended Action

Request the Commission authorize, via Minute Order:

1. ICLTC staff time and consultant expenses necessary to develop a joint ATP Cycle 8 grant proposal with the Bishop Paiute Tribe, and a separate proposal for the City of Bishop; and
2. Authorize the Executive Director to make project refinement decisions in coordination with the Bishop Paiute Tribe and City, as needed, to finalize the proposal prior to submittal.

### Discussion

The California Active Transportation Program (ATP) Cycle 8 will issue its biennial Call for Projects on March 19, 2026. Applications are due June 22, 2026.

Although the timeline is compressed, staff believe a competitive proposal could be developed collaboratively with the Bishop Paiute Tribe utilizing ICLTC and Tribal staff resources, as well as on-call consultants LSC Transportation Planning Consultants, Inc., and Eastern Sierra Engineering.

On February 2, 2026, LTC and County staff met with the Bishop Paiute Tribal Council during their regular business meeting to discuss the upcoming ATP opportunity. Council Members expressed interest in exploring a joint application focused on active transportation improvements within the Reservation and adjacent areas. It has not yet been determined whether the Tribe or the LTC would serve as lead applicant; this decision will be made collaboratively based on project scope and mutual agreement.

County-maintained roads within the Bishop Paiute Reservation currently lack formal active transportation infrastructure. As a result, children, elders, and persons with disabilities often rely

on unpaved shoulders and limited lighting or marked crossings to access key community destinations, including:

- The Tribal Wellness Center
- The Elder Center
- Head Start facilities
- Community Centers
- The sports complex
- The COSA Trail
- Nearby schools and commercial services

In addition, increasing cut-through traffic on See Vee Lane and Barlow Lane has raised concerns regarding pedestrian and bicyclist safety.

Furthermore, the City of Bishop has done extensive planning and design work on the Sierra Highway connector and Sierra Street, Home Street, and Third Street, which also fits the ATP criteria by improving connections to the schools and City facilities. The City prepared a competitive proposal last cycle and wishes to resubmit with refinements. This would be submitted as a separate application and would enhance the connectivity of the City and Tribe as a whole should either or both be funded.

The ATP is designed to fund projects that improve safety, mobility, and access for disadvantaged communities, including projects located on federally recognized Tribal Lands and within disadvantaged Census tracts. Under the program's scoring framework, projects on Tribal Lands are recognized as serving Disadvantaged Communities and may receive additional leveraging points when submitted by or in partnership with a federally recognized Tribe.

Preparation of a competitive ATP application requires significant staff and consultant effort, including technical design, safety analysis, cost estimation, and documentation of community engagement. However, given the documented infrastructure gaps and safety concerns within the Reservation, staff believe the investment of time and resources is justified. Even if unsuccessful in Cycle 8, the planning and outreach efforts undertaken would strengthen future applications and position the Tribe and LTC for subsequent funding opportunities.

### **Fiscal Impact**

Development of a competitive ATP Cycle 8 application will require consultant support and significant staff resources during the application period (March 19 – June 22, 2026). Total anticipated consultant expenditures are approximately \$120,000, funded through existing planning program funds. ICLTC staff time would be absorbed within the approved Overall Work Program budget.

Estimated costs include:

- Engineering Consultant (Eastern Sierra Engineering): approximately \$35,000 per project.
  - Preliminary design concepts
  - Cost estimates

- Technical exhibits and mapping
  - Safety countermeasure analysis
- Planning Consultant (LSC Transportation Planning Consultants): approximately \$25,000 per project.
  - Grant narrative development
  - Data analysis
  - Coordination of technical documentation
  - Application assembly and quality control
- ICLTC Staff Time: approximately 75% of Transportation Planner time through June 22, 2026
  - Community engagement and Tribal coordination
  - Stakeholder outreach documentation
  - Compilation of safety and collision data
  - Coordination with consultants
  - Application preparation and submittal

## **#6 FY26-26 Draft OWP**



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Michael Errante  
Executive Director

## STAFF REPORT

**MEETING:** February 18, 2026

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

**SUBJECT:** Informational Item for the FY2026-2027 Overall Work Program

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### **Recommended Action**

No Action is required at this time. Staff are requesting Commission input prior to submitting a Draft 2026-2027 Overall Work Program (OWP) to Caltrans D9. A final draft will come before you during an upcoming meeting for your approval.

### **Summary**

The Draft FY 2026-2027 OWP establishes the scope of work, budget, and work elements through which the Inyo County Local Transportation Commission (ICLTC) will carry out its responsibilities as the Regional Transportation Planning Agency (RTPA) for Inyo County during the period of July 1, 2026 through June 30, 2027.

The OWP identifies eligible planning, programming, monitoring, coordination, and project development activities funded through a combination of Rural Planning Assistance (RPA), Planning, Programming, and Monitoring (PPM), Transportation Development Act (TDA/ Local Transportation Fund), and state and federal transportation planning and grant administration programs.

The Draft OWP is consistent with the 2023 Inyo County Regional Transportation Plan (RTP), applicable state and federal transportation planning requirements, and Caltrans Regional Planning Handbook guidance. It reflects current federal and state priorities under the multiple funding bills, including the One Big Beautiful Bill (OBBB), (Infrastructure Investment and Jobs Act (IIJA), MAP-21, and the FAST Act, and incorporates coordination and local jurisdictions, transit operators, Tribal Governments, and regional and interregional partners.

### **Background**

The ICLTC serves as the designated Regional Transportation Planning Agency (RTPA) for Inyo County and is responsible for administering regional transportation planning and programming activities in coordination with the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), local agencies, transit operators, and Tribal Governments.

The OWP functions as the Commission's annual planning and budget document, defining eligible work tasks, funding sources, expected products, and estimated benchmarks for the fiscal year. The OWP also establishes the basis for the OWPA between the ICLTC and Caltrans, which governs the use of RPA, SB1 Competitive funds and PPM funds and associated reporting and invoicing requirements.

### **Discussion**

The Draft FY 2026-2027 OWP integrates federal Planning Emphasis Areas where applicable and statewide planning considerations into a coordinated set of work elements addressing regional transportation planning, project development, transit administration, pavement management, funding program monitoring, and public engagement.

#### **Work Program Structure**

The FY 2026-2027 OWP is organized into ten work elements that collectively define the Commission's transportation planning and programming responsibilities:

- 300.1 Administer Transit
- 310.1 Coordinate Transit Services
- 400.1 Project Development & Monitoring
- 400.2 Development of Grant Proposals
- 500.1 Regional Transportation Coordination & Regional Planning
- 510.1 Regional Transportation Plan
- 600.1 PMP/GIS
- 700.1 Planning, Programming, & Monitoring
- 800.1 Inyo County Evacuation Route Resilience Plan
- 800.2 SS4A

These work elements support the ICLTC's statutory role in administering transportation planning funds, developing and monitoring capital improvement programs, coordinating with Caltrans and the CTC, and advancing projects and policies that improve safety, system preservation climate resilience, and access to transportation services.

#### **FY 2026-2027 Program Priorities**

Key priorities identified in the OWP include:

- Development, adoption, and monitoring of the Regional Transportation Improvement Program (RTIP) and coordination with the State Transportation Improvement Program (STIP) and CTC.
- Implementation of OBBB and IIJA-related funding programs and monitoring of evolving federal and state transportation funding structures and discretionary grant opportunities.
- Advancement of grant-ready and shovel-ready projects, including Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Sustainable Transportation Planning Grants (STPG) and Safe Streets for All (SS4A), Carbon Reduction Program (CRP) and Rural and Tribal Assistance (RTA) initiatives.
- Implementation of the Inyo County Evacuation Route Resilience Plan, supporting emergency preparedness and climate adaptation planning.
- Administration of Transportation Development Act (TDA) funds, coordination of the Social Services Transportation Advisory Council (SSTAC), unmet transit needs findings, and transit financial and performance audits.
- Ongoing Pavement Management Program (PMP) and GIS integration to support RTP development, RTIP prioritization, and capital improvement planning.

- Public engagement, Title VI compliance, environmental justice considerations, and government-to-government consultation with Tribal Governments across all planning and programming activities.

#### Funding

The FY 2026-2027 OWP is funded through a combination of:

- Rural Planning Assistance (RPA)
- Planning, Programming, and Monitoring (PPM)
- Local Transportation Fund (TDA)
- SB1 Competitive Sustainable Transportation Planning Grant (STPG)
- Federal Safe Streets and Roads for All (SS4A)

#### FY 2026-2027 OWP Funding Source and Expenditure Summary

WORK ELEMENT		FUNDING SOURCE						TOTAL
Number	Description	RPA	RPA-Carry Over Estimate	RMRA SB1 Competitive	SS4A	LTF Estimate	PPM	
100.1	Compliance and Oversight	\$70,000	\$28,000					\$98,000
110.1	Overall Work Program	\$20,000						\$20,000
200.1	Regional Transportation Improvement Program	\$5,000						\$5,000
300.1	Administer Transit					\$100,000		\$100,000
310.1	Coordinate Transit Services					\$10,000		\$10,000
400.1	Project Development & Monitoring	\$75,000	\$50,000					\$125,000
400.2	Development of Grant Proposals	\$50,000						\$50,000
500.1	Regional Transportation Coordination & Regional Planning	\$10,000						\$10,000
510.1	Regional Transportation Plan	\$50,000						\$50,000
600.1	PMP/GIS	\$35,500						\$35,500
700.1	Planning, Programming, & Monitoring						\$150,000	\$150,000
800.1	Inyo County Evacuation Route Resilience Plan			\$197,422		\$25,578		\$223,000
800.2	SS4A				\$195,398	\$48,850		\$244,248
	TOTALS	\$315,500	\$78,000	\$197,422	\$195,398	\$184,428	\$150,000	\$1,120,748

#### Attachments:

- Draft 2026-2027 OWP

# OVERALL WORK PROGRAM

## Fiscal Year 2026-2027

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INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Approved , 2026, via Minute Order 5-, via Resolution No.



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# 2026-2027 OVERALL WORK PROGRAM FOR THE INYO COUNTY LOCAL TRANSPORTATION COMMISSION

## INTRODUCTION

The Overall Work Program (OWP) defines the regional transportation planning process for the Inyo County Local Transportation Commission (ICLTC). It establishes regional transportation planning objectives for Fiscal Year (FY) 2026/2027, covering the period of July 1, 2026, through July 30, 2027, and includes a corresponding budget to complete eligible transportation planning activities consistent with the California Regional Transportation Planning Handbook and supplemental OWP guidance.

The strategic management tool is organized by Work Elements that identify specific transportation planning activities, schedules, deliverables, and funding sources for the fiscal year. Each Work Element outlines the responsible agency, expected products, and estimated completion timelines. Funding for eligible planning activities is provided by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), primarily through Rural Planning Assistance (RPA) and Planning, Programming, and Monitoring (PPM) funds.

## GEOGRAPHICAL OVERVIEW

Inyo County is a rural county located along the eastern boundary of California, extending from the southern boundary of Mono County to the northern edge of the Mojave Desert, and bordered by the Sierra Nevada Mountain range to the west and the State of Nevada to the east. The County encompasses approximately 10,200 square miles and is among the largest counties in California by land area, with a population of approximately 19,000 residents based on the 2020 U.S. Census.

Population centers within Inyo County are generally situated along the U.S. Highway 395 corridor and include the incorporated City of Bishop, as well as the unincorporated communities in Lone Pine, Independence, Big Pine, Shoshone, Tecopa, Olancho, Darwin, and other smaller rural communities. U.S. Highway 395 serves as the primary north-south transportation route within the County and provides connectivity between communities, regional destinations, and neighboring jurisdictions.

Approximately 98 percent of the land within Inyo County is publicly owned and managed by federal, state and local agencies, including the Bureau of Land Management (BLM), U.S. Forest Service (USFS), National Park Service (NPS), the State of California, and the Los Angeles Department of Water and Power (LADWP). Transportation planning in Inyo County must therefore account for large geographic distances, limited roadway redundancy, seasonal weather conditions, emergency access requirements, and coordination with multiple land management agencies.

FIGURE 1- INYO COUNTY SITE AND LOCATION MAP

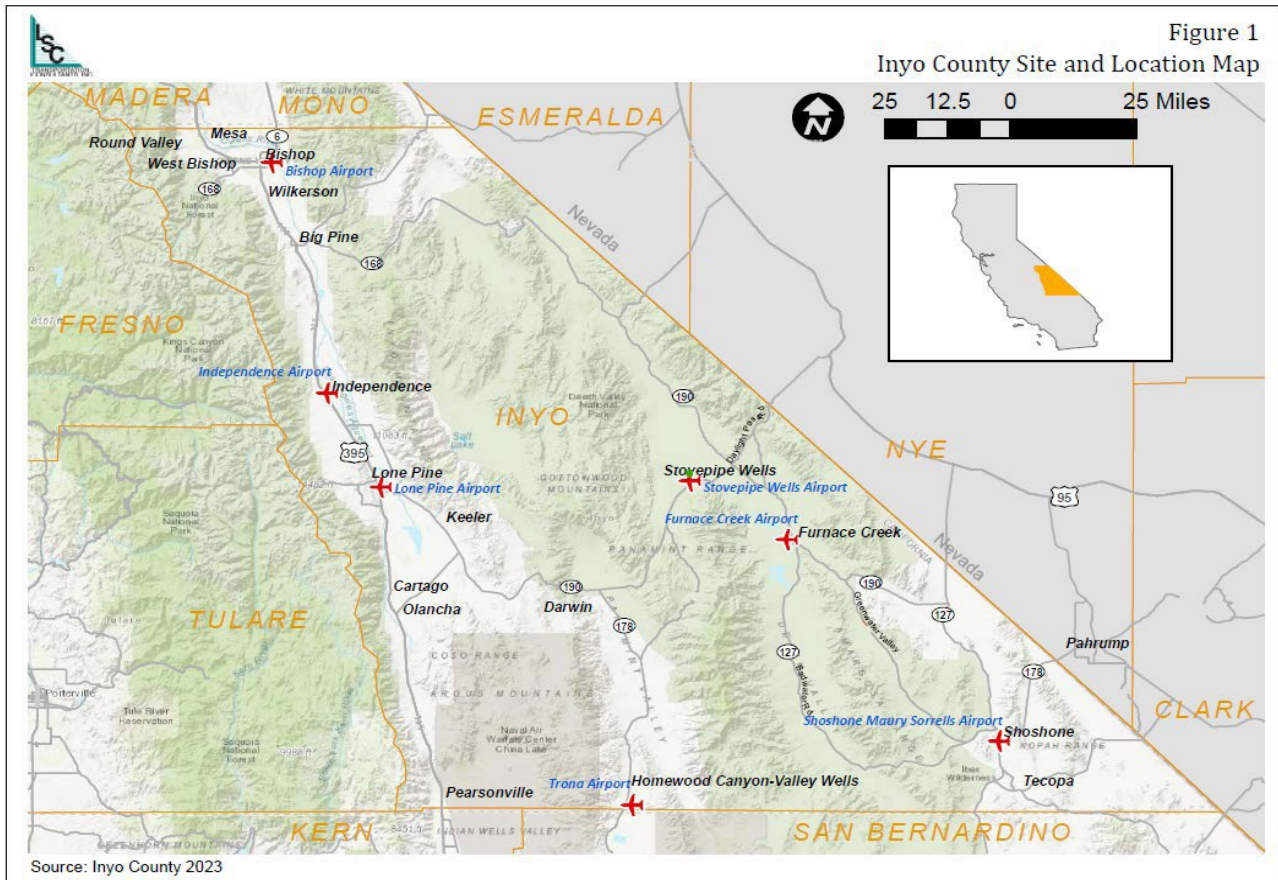


Figure 1 Boundary, Inyo County Local Transportation Commission

## ORGANIZATION OVERVIEW

Every county in California is served by a Regional Transportation Planning Agency (RTPA), as established by state law. RTPAs operate under a variety of organizational structures statewide, including local transportation commissions, county transportation commissions, councils of government, and associations of governments. Counties with urbanized areas exceeding 50,000 residents are also served by Metropolitan Planning Organizations (MPOs). Both RTPAs and MPOs are required to prepare an OWP and a Regional Transportation Plan (RTP), and to program regionally significant transportation projects through the Regional Transportation Improvement Program (RTIP).

RTPAs play a key role in Caltrans' statewide transportation planning framework. Across California, RTPAs utilize federal and state transportation planning funds to advance regional transportation goals identified in their own OWPs. These funding sources include FHWA, State Planning and Research (SPR) funds, Federal Transit Administration (FTA) Statewide Planning funds, and Rural Planning Assistance (RPA) funds. RTPAs are actively involved in both transportation planning and transportation investment decision-making processes.

The ICLTC serves as the designated RTPA for Inyo County. The ICLTC was established on July 12, 1972, pursuant to California Government Code Section 29535, by resolution of the Inyo County Board of Supervisors and the Bishop City Council and was subsequently designated by the State of California as the transportation planning agency for Inyo County.

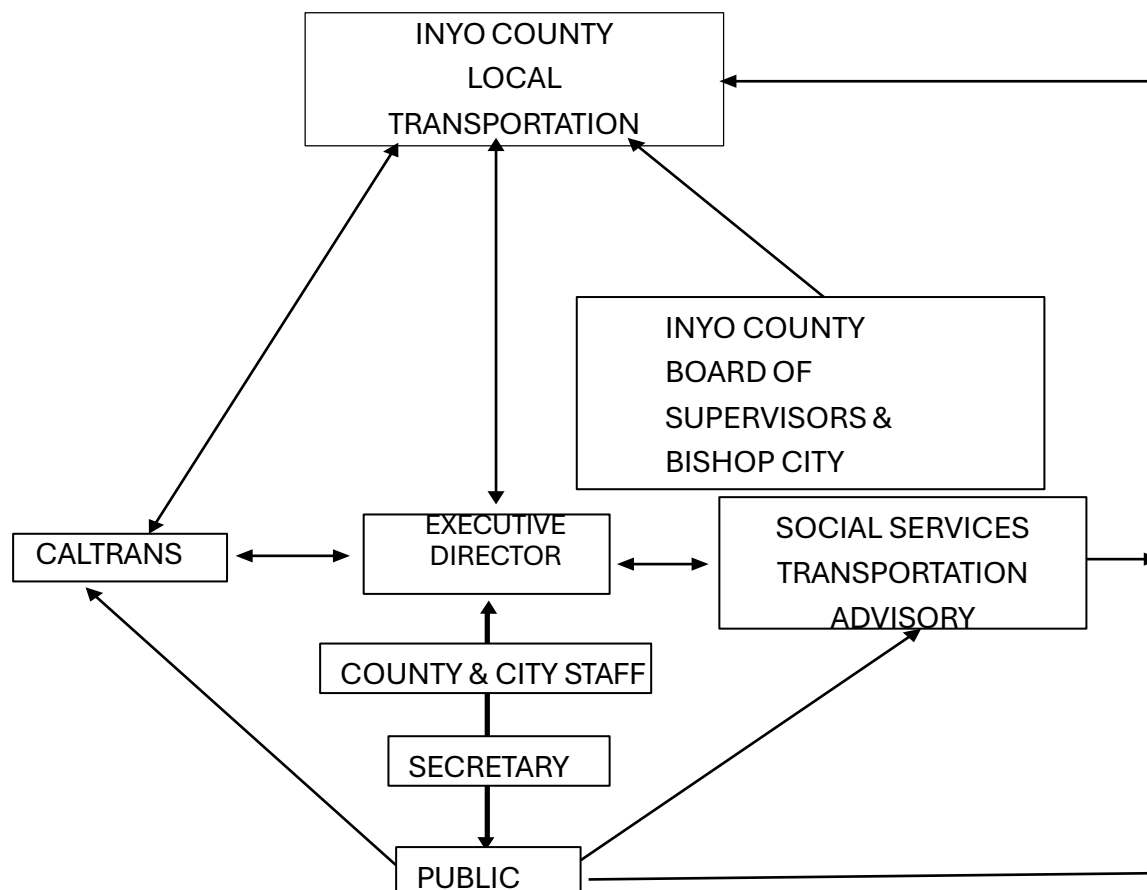
The ICLTC is authorized to act as the lead transportation planning entity within Inyo County. Through coordinated efforts among County, City, and State representatives and their technical staff, the ICLTC works to identify, evaluate and implement transportation solutions that address countywide needs. Core responsibilities of the ICLTC include administration of Transportation Development Act (TDA) funds; development, maintenance, and implementation of the Inyo County RTIP in coordination with the Caltrans for adoption by the California Transportation Commission (CTC); review and comment on the State Transportation Improvement Program (STIP); and review and prioritization of grant applications for state and federal transportation funding programs.

Staff support for the ICLTC is provided through Inyo County and the City of Bishop. The Executive Director of the ICLTC is appointed by the Inyo County Board of Supervisors and is responsible for the overall administration and management of Commission activities. Administrative support includes maintenance of official records, preparation and distribution of meeting materials, public noticing, and support for Commission actions. Technical staffing services, including engineering, legal, and planning support, are provided by Inyo County and the City of Bishop as needed.

Public transit services within Inyo County are provided by the Eastern Sierra Transit Authority (ESTA), a Joint Powers Authority consisting of Inyo County, Mono County, the city of Bishop, and the Town of Mammoth Lakes. The ICLTC coordinates closely with ESTA on transit planning activities, funding allocation, unmet transit needs processes, and capital and operational planning.

The ICLTC is comprised of six (6) voting members, including two (2) representatives appointed by the Inyo County Board of Supervisors, two (2) representatives appointed by the City of Bishop City Council, and two (2) at-large members- (one (1) appointed by the Inyo County Board of Supervisors and one (1) appointed by the City of Bishop City Council). A representative from Caltrans serves as a non-voting, ex-officio member of the Commission.

<b>Table 1.1 Policy Board, Inyo County Local Transportation Commission</b>	
<b>Commissioner</b>	<b>Governmental Body Represented</b>
Celeste Berg (Chair)	City of Bishop, Member At-Large
Stephen Muchovej	City of Bishop
Jose Garcia	City of Bishop
Jeffery Ray (Vice Chair)	County of Inyo, Member At-Large
Scott Marcellin	County of Inyo
Will Wadelton	County of Inyo
Jennifer Roeser	County of Inyo, Alternate Commissioner Member
Karen Kong	City of Bishop, Alternate Council Member
Michael Errante*	ICLTC Executive Director, Director of Public Works for County of Inyo
Neil Peacock*	Planning & Local Assistance Manager, Caltrans District 9
*Non-Voting Member ex-officio member	



**Figure 2 - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART**

City and County staff coordinate closely with the ICLTC on the development and implementation of the OWP. All tasks identified in the OWP are performed by ICLTC staff, with regular progress updates provided to the Commission.

Table 1.2 Staff, Inyo County Local Transportation Commission	
Staff Member	Title & Agency
Michael Errante	ICLTC Executive Director
Justine Kokx	Senior Transportation Planner, Inyo County
Amy Cutright	ICLTC Secretary, Inyo County
Phil Moores	Director, Eastern Sierra Transit Authority
Nora Gamino	Director of Public Works for City of Bishop

## RESPONSIBILITIES AND PRIORITIES

The ICLTC is responsible for coordinating and administering regional transportation planning and programming activities within Inyo County in accordance with state and federal requirements. The primary responsibilities of the ICLTC include the following:

- Prepare, adopt, and submit a RTP every four years to Caltrans and the CTC, ensuring consistency with state and federal transportation planning requirements.
- Prepare, adopt, and submit a biennial RTIP to the CTC, including review and comment on the Interregional Transportation Improvement Program (ITIP) prepared by Caltrans.
- Administer the TDA, including:
  - Receipt and review of claims for State Transit Assistance (STA) and Local Transportation Funds (LTF);
  - Conduct the annual Unmet Transit Needs process, including public hearings as required;
  - Allocation of TDA funds for transit services, pedestrian and bicycle facilities, planning activities, and local streets and roads;
  - Oversight of required performance and fiscal audits; and
  - Coordination of financial transactions with county and state auditor-controllers.
- Prepare and administer the annual OWP and carry out the planning activities identified therein to advance the goals and objectives of the RTP, the California Transportation Plan, and applicable statewide transportation policies.
- Participate in and coordinate planning activities that address the regional transportation system, including collaboration with Caltrans, transit operators, local jurisdictions, Tribal governments, and other regional and interregional partners.

The Inyo County RTP was first adopted on April 15, 1975, and has been updated regularly to maintain compliance with evolving state and federal transportation requirements. Following the adoption of Senate Bill 45 in 1995, the role of the ICLTC expanded significantly to include enhanced responsibilities for transportation planning, project monitoring, and discretionary funding decisions.

The most recent RTP update was completed in November 2023 to ensure compliance with the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act (IIJA), which reauthorized federal transportation planning requirements under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, and the One Big Beautiful Bill (OBBA) authorized in 2025. In August 2014, the ICLTC adjusted the RTP update cycle from five to four years to align with state planning schedules and to support coordinated Housing Element updates for Inyo County and the City of Bishop.

In accordance with Senate Bill 498, the ICLTC convenes a Social Services Transportation Advisory Council (SSTAC) to support the annual Unmet Transit Needs process and to provide ongoing input on transportation issues affecting transit-dependent populations. SSTAC membership is appointed in accordance with the TDA and applicable state regulations. The ICLTC may also establish additional advisory committees, as needed, to address specific transportation planning issues, with appointments intended to reflect a broad range of stakeholder perspectives and relevant expertise.

## ORGANIZATIONAL PROCEDURE AND DOCUMENTS

The following is a list of documents, organizational policies and procedures, required documents and planning studies are available at:

<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

- 2023 Regional Transportation Plan (RTP)
- 2026 Regional Transportation Improvement Program (RTIP)
- Inyo County LTC Bylaws
- Inyo County LTC Organizational & Procedures Manual
- 2024 Active Transportation Plan (ATP)
- Local Road Safety Plan
- Caltrans Bishop Area Access & Circulation Feasibility Study
- Caltrans Bishop Area Access & Corridor Freight Study
- Eastern Sierra Corridor Enhancement Program (Kern, Mono & Inyo Counties)

## PUBLIC INVOLVEMENT & INTERAGENCY COLLABORATION

### **Tribal Consultation**

There are five federally recognized Tribal Governments located within Inyo County. From north to south, these include the Bishop Paiute Tribe; Big Pine Paiute Tribe of the Owens Valley; Fort Independence Community of Paiute Indians of the Fort Independence Reservation, California; Lone Pine Paiute-Shoshone Tribe; and the Death Valley Timbisha Shoshone Tribe. Tribal reservations are located within or adjacent to the communities of Bishop, Big Pine, Independence, Lone Pine, and Furnace Creek.

The ICLTC engages in government-to-government consultation with all federally recognized Tribal Governments in the county in accordance with applicable state and federal transportation planning requirements. Draft transportation planning documents, programming documents, and project schedules prepared by the ICLTC are distributed to Tribal Governments for review, and comments are encouraged. The ICLTC maintains a standing informational agenda item for Tribal reports at its regular Commission meetings, and all Tribal consultation activities are documented.

The ICLTC, County of Inyo, and City of Bishop collaborate with Tribal Governments on transportation planning and project development. Recent efforts include joint participation with the Bishop Paiute Tribe in the development and adoption of the Inyo County Collaborative Bikeways Plan, coordination to identify eligible County and City roadways, routes, and bridges for inclusion in the Bureau of Indian Affairs Indian Reservation Roads (IRR) inventory, and technical support provided to the Big Pine Paiute Tribe in Fiscal Year 2023–24 to pursue a competitive Active Transportation Program grant on County-maintained roadways. Tribal coordination activities are incorporated throughout the OWP and reflected in multiple work elements addressing planning, programming, project development, and public involvement.

### **Public Participation**

Public participation activities in Inyo County are shaped by the County's rural character, large geographic scale, and dispersed population. Engagement efforts reflect a strong reliance on the



automobile due to long travel distances between communities, the importance of a limited number of regional transportation corridors for residents, visitors, and goods movement, and the predominance of publicly owned lands, which comprise approximately 98 percent of the County and constrain future growth and development.

These conditions have resulted in clearly defined transportation priorities and focused public interest, with participation often centered on specific projects, corridors, or funding decisions. The ICLTC employs a variety of outreach methods to ensure opportunities for public review and comment are accessible and meaningful.

The ICLTC continues to provide virtual access to Commission meetings and public hearings to expand participation and improve accessibility, in accordance with applicable open-meeting requirements. Public notice of all hearings is provided as required by law. The Commission maintains and regularly updates a comprehensive mailing list that includes public agencies, Tribal Governments, chambers of commerce, community-based organizations, locally based goods-movement providers, and individual stakeholders to encourage broad participation in transportation planning and decision-making.

Consistent with federal and state nondiscrimination and Title VI requirements, the ICLTC emphasizes outreach to traditionally underserved and underrepresented populations, including older adults, persons with disabilities, low-income households, and minority populations.

Given the County's large geographic area and limited staffing resources, the ICLTC relies heavily on electronic communication to enhance access to information and participation opportunities. The ICLTC website is maintained and updated regularly to provide access to agendas, staff reports, planning documents, and public notices:

<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>

The ICLTC remains available to participate in or schedule additional public meetings, workshops, or stakeholder discussions as transportation issues arise or as warranted by specific projects or planning efforts.

## SUMMARY OF FY 2025-2026 OWP ACCOMPLISHMENTS

The following are the primary tasks that were undertaken during FY 2025-2026.

- Prepared and conducted regular ICLTC meetings, including public noticing, agenda development, staff reporting, and documentation.
- Participated in RTPA and RCTF coordination meetings to support rural transportation planning and statewide policy discussions.
- Addressed FY 2024-2025 financial audit findings through documentation, coordination, and corrective actions.
- Conducted the annual SSTAC process and Unmet Transit Needs public hearing in compliance with TDA requirements.
- Coordinated with MOU partners regarding STIP fund reconciliation and inter-county payback obligations.
- Participated in RTIP and STIP guideline workshops and development hearings.



- Prepared and submitted SS4A, RTA, ATP and STPG grant applications to advance safety and planning priorities.
- Supported transit funding applications in coordination with ESTA, including SB 125 submittals.
- Continued implementation of STPG-funded planning efforts, including the EV Charging Infrastructure and Network Plan.
- Initiated implementation of a countywide Evacuation Route Resilience Plan through grant acceptance, OWP amendment, and procurement activities.

## PLANNING EMPHASIS AREAS

In accordance with federal planning requirements, the ICLTC integrates applicable Planning Emphasis Areas into the FY 2026/2027 Overall Work Program to guide the development of planning, programming, and coordination activities carried out in its role as the Regional Transportation Planning Agency for Inyo County. These emphasis areas are applied in a manner that reflects the County's limited roadway redundancy, extensive federal land ownership, and reliance on regional and interregional transportation corridors.

### **Tackling the Climate Crisis and Improving System Resilience**

The ICLTC integrates climate resilience and sustainability considerations into transportation planning to address extreme weather conditions, emergency access needs, and long-term system reliability. Planning activities focus on identifying vulnerabilities within the regional transportation system and supporting strategies that enhance resilience to climate-related impacts such as flooding, wildfire, extreme heat, and severe storm events.

Consistent with state and federal policy direction, planning efforts support strategies that improve infrastructure resilience, promote system efficiency, and reduce greenhouse gas emissions where feasible. This includes consideration of alternative fuel and electric vehicle infrastructure, evacuation and emergency route planning, and coordination with Caltrans, federal land management agencies, and other partners on climate adaptation and resilience initiatives.

### **Equity and Environmental Justice in Transportation Planning**

The ICLTC supports equitable transportation planning by promoting inclusive public involvement and ensuring that transportation planning activities consider the needs of underserved and transit-dependent populations. These populations include older adults, persons with disabilities, low-income households, Tribal communities, and residents of rural and remote areas within Inyo County.

Planning efforts emphasize improved access to essential services, public transportation, and non-motorized facilities, as well as safety for all roadway users. Consistent with federal equity principles, including an emphasis on safety for all roadway users, the ICLTC considers how planning activities may support disadvantaged communities and areas of persistent poverty to reduce barriers to mobility. Equity considerations are incorporated into planning, programming, and coordination activities in a manner appropriate to Inyo County's rural context, transportation system characteristics, and available resources.

### **Complete Streets and Transportation Safety**

Transportation planning activities promote safety for all roadway users through context-sensitive approaches that reflect Inyo County's rural communities, small town centers, and state highway corridors. The ICLTC supports planning efforts that improve pedestrian crossings, bicycle facilities, transit access, and other safety enhancements, particularly in areas where state highways function as community main streets or provide access to essential services.

Planning activities also emphasize speed management, multimodal safety, and coordination with Caltrans and local agencies to address safety needs on corridors with limited alternative routes. Complete Streets principles are applied in a flexible manner that accounts for roadway function, community context, and rural conditions.

### **Public Involvement and Engagement**

The ICLTC emphasizes early, continuous, and accessible public involvement in transportation planning. Outreach efforts include public meetings, coordination with advisory committees, consultation with Tribal governments, and collaboration with partner agencies. Where appropriate, virtual engagement tools are used to expand access and improve transparency, while recognizing the need to maintain participation opportunities for residents without reliable access to digital technology.

### **Strategic Highway Network (STRAHNET) and Defense Coordination**

The ICLTC coordinates with Caltrans and other agencies, as applicable, on transportation corridors that support emergency response, freight movement, and national defense needs. While Inyo County does not contain major military installations, its roadway network plays an important role in regional connectivity, emergency access, and interregional travel, particularly along designated state and federal highways.

Planning activities consider the functional role of these corridors in supporting mobility, goods movement, and emergency operations, consistent with federal transportation planning guidance.

### **Federal Land Management Agency Coordination**

Given that a substantial portion of Inyo County consists of federally managed lands, coordination with Federal Land Management Agencies (FMLA) is a critical component of transportation planning. The ICLTC works collaboratively with agencies such as the BLM, USFS, NPS, Tribal governments, and the Federal Lands Highway program to address access needs, maintenance responsibilities, and transportation issues associated with federal lands and recreational travel.

Coordination efforts focus on integrating transportation planning activities, supporting access to public lands, and leveraging available funding opportunities, while balancing environmental stewardship and community needs.

### **Planning and Environmental Linkages (PEL)**

The ICLTC supports the use of Planning and Environmental Linkages (PEL) to improve coordination between transportation planning and environmental review processes. Early consideration of

environmental, community, cultural, and natural resource issues during planning helps streamline project development, reduce duplication of effort, and improve coordination among agencies involved in transportation decision-making.

PEL principles support more efficient project delivery and contribute to transportation solutions that respond to community needs while minimizing impacts to environmental and cultural resources.

**Data-Driven Transportation Planning**

Transportation planning activities conducted by the ICLTC incorporate data collection, analysis, and management to support informed, transparent, and defensible decision-making. Data is used to evaluate transportation system performance, identify needs and trends, and support prioritization of planning activities and investments. This includes the use of available information related to roadway conditions, safety trends, pavement performance, traffic volumes, transit ridership and service needs, and other relevant transportation system characteristics.

The ICLTC utilizes data from a variety of sources, including local agencies, Caltrans, transit operators, and state and federal databases, to support planning and programming activities. Data-driven approaches help identify safety concerns, monitor asset conditions, support grant development, and inform updates to planning documents such as the RTP, RTIP, Pavement Management Program, and other related studies.

Data and performance information are also used to improve coordination with state, regional, and local partners and to support compliance with state and federal reporting requirements. By relying on data-driven analysis, the ICLTC seeks to ensure efficient use of limited planning resources, enhance transparency in decision-making, and provide a consistent basis for evaluating transportation needs and priorities over time.

**PLANNING EMPHASIS AREAS & OWP WORK ELEMENTS**

Table 3.1 identifies the FY2026/2027 OWP Work Elements that address and support applicable federal Planning Emphasis Areas (PEAs), and planning considerations established under MAP-21 and FAST Act. As shown, these emphases are integrated throughout the ICLTC FY 2026/2027 OWP and are implemented through a coordinated set of planning, programming, monitoring, and coordination activities consistent with the ICLTC’s role as RTPA.

The Work Elements identified in Table 3.1 demonstrate how federal and state transportation planning priorities are addressed through Inyo County’s adopted OWP, including activities related to regional transportation planning, project development and monitoring, transit coordination, pavement management, safety and system preservation, emergency preparedness, and data-driven decision-making.

Planning Emphasis Areas/Planning Considerations	FY 2026-2027 OWP Work Elements
MAP-21 and FAST Implementation	110.1, 200.1, 400.1, 510.1, 700.1
Models of Regional Planning Cooperation	100.1, 110.1, 500.1, 700.1
Ladders of Opportunity/Equity and Access	100.1, 300.1, 310.1
Economic Vitality	200.1, 400.1, 400.2, 510.1

Safety of Transportation Systems	200.1, 400.1, 800.1, 800.2, 700.1
Emergency Preparedness and Evacuation Planning	800.1, 700.1
Security of Transportation System	100.1, 800.1, 700.1
Accessibility and Mobility	300.1, 310.1, 510.1
Environment, Conservation, and Quality of Life	800.1, 510.1
Connectivity of Transportation Modes	200.1, 300.1, 310.1
Efficient Management and Operations	100.1, 110.1, 700.1
Preservation of Transportation Systems	400.1, 600.1, 700.1
Reliability of Transportation Systems	400.1, 800.1, 600.1, 700.1
Travel, Tourism, and Access to Public Lands	200.1, 500.1, 510.1
Tribal Coordination and Government-to-Government Consultation	100.1, 500.1, 510.1

TABLE 3.1 FY 2026/2027 OWP WORK ELEMENTS AND PLANNING EMPHASIS AREAS/PLANNING CONSIDERATIONS

Not all Planning Emphasis Areas apply uniformly across Inyo County; however, the ICLTC addresses each emphasis area to the extent appropriate given local conditions, statutory responsibilities, and available planning resources.

### **FY 2026/2027 OWP**

The ICLTC planning activities for FY 2026/2027 are organized into a series of Work Elements that support the Commission's responsibilities as the RTPA for Inyo County. These Work Elements are funded primarily through RPA funds, with PPM funds programmed through the RTIP and reflected in the OWP, as applicable.

The Work Elements address a range of planning, programming, coordination, and monitoring activities, including regional transportation planning, project development and monitoring, transit administration and coordination, pavement management, safety and resilience planning, emergency preparedness, data-driven analysis, and interagency coordination.

The following sections of the OWP provide detailed descriptions of each Work Element, including the purpose, work tasks, anticipated products, estimated schedules, and funding sources. Budget amounts shown reflect anticipated planning needs for the fiscal year and may include prior-year RPA carryover, if applicable. Final funding allocations are subject to State appointments, Caltrans approval, and Commission action.

## **PLANNING ACTIVITIES**

This section comprises the OWP work elements. A work element represents specific work, project or purpose and includes products and tasks. Following the work elements is a summary of the responsible agencies and funding required to perform the work necessary to complete the Overall Work Program. If it becomes necessary during the planning process to modify, eliminate, or add to any task or element, including personnel costs and scheduling, the program may be modified and amended by mutual agreement between the ICLTC and Caltrans.

The primary objective of this OWP is to implement the goals and objectives set forth in the RTP, which establishes the direction and framework necessary for the continued operation of the ICLTC. The work

elements, tasks and products identified in this OWP are intended to address the specific surface transportation issues identified in the RTP and attempt to tackle challenges within the region.

In consideration of the foregoing priorities, the 2026-2027 OWP includes the following work elements:

- 100.1 Compliance and Oversight
- 110.1 Overall Work Program
- 200.1 Regional Transportation Improvement Program
- 300.1 Administer Transit
- 310.1 Coordinate Transit Services
- 400.1 Project Development and Monitoring
- 400.2 Development of Grant Proposals
- 500.1 Coordination & Regional Planning
- 510.1 Regional Transportation Plan
- 600.1 PMS/GIS
- 700.1 Planning, Programming & Monitoring
- 800.1 Sustainable Transportation Planning Grant Inyo County Evacuation Route Resilience Plan
- 800.2 Safe Roads and Streets for All – Develop Safety Action Plan

## WORK ELEMENT 100.1 Compliance and Oversight

The tasks in this Work Element cover activities related to the overall administration of the ICLTC's transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance, organize, and manage activities, and support staff coordination.

### 100.1 COMPLIANCE AND OVERSIGHT

**PURPOSE:** This Work Element provides the administrative foundation necessary to carry out the ICLTC's transportation planning responsibilities. Activities support ongoing documentation of planning actions, and the maintenance of processes required to effectively implement the OWP, comply with applicable state and federal funding requirements, and operate as an effective RTPA. Tasks are limited to eligible RPA activities and are intended to support informed Commission decision-making, timely completion of required planning actions, and coordinated implementation of the transportation planning program.

**PREVIOUS WORK:** During FY 2025-2026, the ICLTC conducted ongoing administrative, coordination, and compliance activities supporting its transportation planning responsibilities. Work included preparation and maintenance of Commissions agendas, staff reports, minutes, and planning documentation; coordination with Caltrans District 9, the City of Bishop, ESTA, Tribal Governments, and other partner agencies; and participation in RTPA and RCTF meetings.

Prior-year efforts also included preparation of quarterly OWP progress reports and RPA/STPG reimbursement invoices; management of OWP-related agreements; and contract execution for the ICLTC fiscal audits, completion of two audits for FY's 23-24 and 24-25, including interview participation and documentation support. Additional activities included obtaining Board of Supervisors' approval for grant acceptances, supporting public engagement through meeting notices, Zoom meetings, and website updates, maintaining records, Title VI compliance, onboarding and training new staff, and administering required overhead and cost allocation function.

#### **TASK ELEMENTS (FY 2026/2027):**

- Maintain records, staff reports, agendas and minutes of ICLTC meetings (*ICLTC staff*)
- Prepare and maintained a variety of reports, correspondence and documentation of transportation planning activities (*ICLTC staff*)
- Coordinate activities between Caltrans, City of Bishop, transit operator ESTA, Tribal Governments, local agencies, and ICLTC (*ICLTC staff*)
- Prepare fiscal audit of the ICLTC. Secure a contract with a qualified consultant to prepare the audit. Participated in interviews, provided documentation and correspondence as required (*ICLTC staff*)
- Prepare quarterly OWP progress reports and RPA/STPG invoices (*ICLTC staff*)

#### **EXPECTED PRODUCTS (FY 2026/2027):**

- Adopt and administer the OWP and the OWPA, including amendments as required.

- Regularly scheduled ICLTC meetings supported by agendas, staff reports, resolutions, minutes, and related supporting materials.
- Publicly accessible meeting materials and recording, posted in compliance with the Brown Act and accessibility requirements.
- Administrative records documenting transportation planning activities, including correspondence, memoranda, analyses, task summaries, and documentation related to fiscal and performance audits, maintained in accordance with applicable state and federal requirements.
- Quarterly OWP progress reports and reimbursement invoices submitted in accordance with RPA and other applicable funding requirements.
- Financial tracking documentation supporting overhead cost allocations, including County Cost Plan charges, liability insurance, and worker's compensation costs.
- Records of coordination and liaison activities with Caltrans District 9, local jurisdictions, transit operators, Tribal Governments, and other partner agencies.
- Documentation demonstrating compliance with applicable civil rights, equity, and environmental justice requirements, including Title VI and related federal executive orders.
- Records of government-to-government consultation, coordination, an outreach with Tribal Governments.
- Documentation related to monitoring and implementation of federal and state transportation legislation and guidance.
- Public outreach materials, including meeting notices, email distributions, mailing lists, and other communications to support public awareness and participation.
- Updated and maintained ICLTC website content, including posted agendas, meeting materials, and meeting recordings to support public accessibility and transparency.
- Training and orientation materials provided to new planning or technical staff, as applicable.

**ESTIMATED BENCHMARKS:** Ongoing for the complete Fiscal Year.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

BUDGET FOR WE 100.1	
RPA Funding	\$70,000
RPA Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$70,000</b>

## WORK ELEMENT 110.1 Overall Work Program (OWP)

**PURPOSE:** This Work Element supports preparation, administration, and monitoring of the OWP, which serves as the scope of work for the expenditures of the RPA funds. Activities ensure that planning tasks are implemented as programmed, funding requirements are met, and the OWP remains consistent with state and federal guidance and ICLTC priorities.

**PREVIOUS WORK:** During the FY 2025/2026, the ICLTC developed and implemented the adopted OWP, including preparation of quarterly progress reports and reimbursement invoices. Prior-year activities included development of the FY 2025/2026 OWP, processing Amendment No. 1 to incorporate mid-year adjustments, and preparation of final expenditure certifications for prior fiscal years. Staff also completed required reporting for PPM funds and coordinated with Caltrans to ensure compliance with applicable OWP and OWPA requirements.

### **TASK ELEMENTS (FY 2026/2027):**

- Monitor implementation of the adopted FY 2026/2027 OWP and track progress by work element. (*Ongoing, ICLTC staff*)
- Prepare and process OWP amendments, as needed, to reflect funding adjustments, schedule changes, or revised planning priorities. (*As needed, ICLTC staff*)
- Prepare, process, and administer the OWPA in coordination with Caltrans. (*As needed, ICLTC staff*)
- Prepare the Draft and Final OWP for the FY 2027/2028, including coordination with Caltrans and the ICLTC, incorporation of review comments and presentation for Commission approval. (*Q3-Q4, ICLTC staff*)
- Prepare and present quarterly OWP progress reports to the ICLTC and submit required reports to Caltrans. (*Quarterly, ICLTC staff*)
- Prepare the Final OWP Report for the prior fiscal year, including final expenditure documentation. (*Q1, ICLTC staff*)
- Prepare and submit quarterly reimbursement invoices and supporting financial documentation. (*Quarterly, ICLTC staff*)
- Maintain OWP-related records and documentation in accordance with applicable requirements. (*Ongoing, ICLTC staff*)
- Facilitate public input and participation related to OWP development and amendments, as applicable. (*As needed, ICLTC staff*)
- Periodically review and refine the OWP format and content to improve clarity, accountability, and consistency with state guidance and best practices.

### **EXPECTED PRODUCTS (FY 2026/2027):**

- Quarterly and final OWP progress reports.
- OWP Amendment(s), as needed.
- Draft and Final FY 2027/2028 OWP
- Executed FY 2027/2028 OWPA
- Quarterly reimbursement invoices and supporting documentation.
- Final OWP expenditure and certification reports for the prior fiscal year.



**ESTIMATED BENCHMARKS:** Ongoing for the complete Fiscal Year.

- Submission of FY 2026–2027 quarterly Overall Work Program progress reports to Caltrans by ; *October 31, 2026; January 31, 2027; and April 30, 2027, July 31, 2027.*
- Ongoing monitoring and administration of the FY 2026–2027 Overall Work Program throughout the fiscal year, with progress reported on *a quarterly basis.*
- Implementation and maintenance of financial tracking and billing procedures supporting OWP administration by *June 2027.*
- Distribution of public and Tribal notifications for the Draft FY 2027–2028 Overall Work Program by *March 2027.*
- Preparation and circulation of the Draft FY 2027–2028 Overall Work Program for review by Caltrans, the ICLTC, Tribal Governments, and the public by *March 2027.*
- Distribution of public and Tribal notifications for the Final FY 2027–2028 Overall Work Program by *June 2027.*
- Adoption and submittal of the Final FY 2027–2028 Overall Work Program to Caltrans by *June 2027.*

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 110.1</b>	
RPA Funding	\$20,000
RPA Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$20,000</b>

## WORK ELEMENT 200.1 Regional Transportation Improvement Program (RTIP)

**PURPOSE:** This Work Element supports preparation, administration, and monitoring of the RTIP, which identifies and prioritizes transportation projects eligible for programming in the STIP. Activities ensure compliance with state requirements, coordination with Caltrans and local agencies, and timely submission of required programming document to the CTC.

**PREVIOUS WORK:** During the FY 2025/2026, the ICLTC prepared and administered the adopted RTIP, including coordination with Caltrans District 9, local jurisdictions, and project-implementing agencies. Prior-year activities included development and adoption of RTIP, monitoring programmed projects, tackling milestones and funding availability, and providing required updates and documentation to support project delivery. Staff coordinated with Caltrans and project-implementing agencies to address programming changes and ensure consistency with STIP guidelines and CTC requirements.

### **TASK ELEMENTS (FY 2026/2027):**

- Monitor progress and programming of state highway projects in current and future STIP cycles in accordance with memoranda of understanding with Caltrans. *(Quarterly and as needed; ICLTC staff)*
- Monitor progress and programming of local agency transportation projects in current and future STIP cycles. This task does not include project management. *(Quarterly and as needed; ICLTC staff)*
- Coordinate with the ICLTC, Caltrans, project-implementing agencies, and advisory committees regarding identification and planning of future projects for STIP inclusion. *(Quarterly; ICLTC staff)*
- Implement and administer the adopted 2026 STIP. *(Quarterly; ICLTC staff)*
- Although there is no requirement to develop a new RTIP in FY26-27, the ICLTC will tailor its outreach activities, including coordination with Tribal Governments to obtain relevant input while looking toward the 2027 RTIP *(As needed; ICLTC staff)*
- Attend CTC meetings, Caltrans coordination meetings, and related hearings as necessary to support STIP implementation. *(As needed; ICLTC staff)*
- Maintain RTIP-related records and documentation in accordance with applicable requirements. *(Ongoing; ICLTC staff)*

### **EXPECTED PRODUCTS (FY 2026/2027):**

- Maintain adopted RTIP documents and amendments, including Staff reports, resolutions, and supporting documentation related to RTIP actions.
- .
- Project monitoring records, milestone tracking documentation, and coordination correspondence.

**ESTIMATED BENCHMARKS:** Ongoing for the complete Fiscal Year.

- Ongoing monitoring and coordination of State highway and local transportation projects programmed in the STIP throughout *July 2026 – June 2027*, including *quarterly* coordination with Caltrans and implementing agencies.
- Initiation and development of PSRs or other planning studies for interjurisdictional or regionally significant projects, as opportunities arise, with anticipated initiation between *Q2–Q4 FY 2026–2027* depending on project readiness and funding availability.
- Conduct at least one RTIP development workshop and stakeholder coordination meeting by *May 2027*, including outreach to Tribal Governments and affected communities.
- Maintenance of RTIP records, milestone tracking, and documentation to support STIP compliance and project delivery throughout *FY 2026–2027*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 200.1</b>	
RPA Funding	\$5,000
RPA Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$5,000</b>

## WORK ELEMENT 300.1 Administer Transit

**PURPOSE:** This Work Element supports administration of the TDA within Inyo County. The ICLTC is responsible for administering TDA funds allocated to public transportation services and related purposes. Pursuant to Section 99233.1 of the TDA, the ICLTC may program funds necessary to carry out administrative, planning, oversight, and compliance activities required to effectively administer the Act.

**PREVIOUS WORK:** During FY 2025–2026, the ICLTC conducted ongoing administration of the TDA, including completion of required financial and performance audits. Staff prepared and submitted semi-annual and final reports for Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds; submitted semi-annual reports for State of Good Repair (SGR) funds; and completed required project status reporting for prior-year SGR projects. Monthly and quarterly journal entries were prepared to reimburse ESTA for eligible TDA expenditures.

Additional activities included coordination with ESTA to submit a revised Senate Bill 125 Initial Allocation Package for the Transit and Intercity Rail Capital Program (TIRCP); administration of annual TDA allocation packages; securing Commission approval for TDA distributions; preparation of Requests for Proposals and contracting with a qualified consultant for triennial performance audits; and submission of required PTMISEA and SGR reports.

### **TASK ELEMENTS (FY 2026/2027):**

- Receive, review, and process claims for LTF monthly and STA and SGR claims on a quarterly basis. *(Monthly and quarterly; ICLTC staff)*
- Conduct the annual Unmet Transit Needs process, including coordination with transit providers and development of findings to address identified unmet needs. *(Q3–Q4; ICLTC staff)*
- Appropriate TDA funds for administration, planning, pedestrian and bicycle facilities, transit operations, and local streets and roads, as appropriate and consistent with TDA requirements. *(Quarterly and as needed; ICLTC staff)*
- Review transit operations and make recommendations regarding service adjustments in accordance with TDA requirements, including evaluation of maintenance needs for alternatively fueled vehicles and supporting infrastructure. *(Annually or as needed; ICLTC staff)*
- Convene and coordinate meetings of the SSTAC in conformance with TDA guidelines. *(Q3–Q4; ICLTC staff)*
- Ensure completion of all required TDA financial and triennial performance audits for the ICLTC and ESTA. *(Q1–Q2; ICLTC staff)*
- Implement applicable recommendations identified in the triennial performance audits of the ICLTC and ESTA. *(Q1–Q4; ICLTC staff)*
- Administer the TDA, including oversight of allocations, compliance, and reporting requirements. *(Ongoing; ICLTC staff)*
- Maintain financial records documenting expenditures, allocations, and reimbursements of TDA funds. *(Monthly and quarterly; ICLTC staff)*
- Administer indirect overhead costs associated with TDA administration, including County Cost Plan allocations, liability insurance, and workers' compensation. *(Quarterly; ICLTC staff)*

- Allocate and administer funding for transit grant programs, including the Low Carbon Transit Operations Program (LCTOP) and Senate Bill 1 SGR Program. *(Quarterly; ICLTC staff)*
- Prepare and submit required semi-annual and final reports for Cal OES transit security grants, LCTOP, and SGR projects, in coordination with ESTA, as applicable. *(Ongoing; ICLTC staff and ESTA staff)*
- Provide public interaction and respond to inquiries related to transit services and TDA administration through the ICLTC office. *(Ongoing; ICLTC staff)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Collaboration with ESTA to prepare and submit the FY 2025–2026 Senate Bill 125 allocation request.
- Annual Senate Bill 125 report.
- Annual LTF reserve allocation documentation.
- Adopted FY 2026–2027 TDA allocation package.
- Monthly and quarterly TDA, STA, and SGR fund distributions and reimbursement documentation.
- Completed annual Unmet Transit Needs assessment, public hearings, and findings.
- Coordination materials supporting partnerships with ESTA and Tribal Governments related to electric vehicle planning and transit infrastructure needs.
- Completed financial and performance audit documentation and audit response materials.

**ESTIMATED BENCHMARKS:** Ongoing for the complete Fiscal Year.

- Receipt, review, and processing of Local Transportation Fund (LTF) claims *monthly* and STA, SGR, and other applicable transit claims on a *quarterly basis* throughout *July 2026 – June 2027*.
- Completion of the annual Unmet Transit Needs assessment and public hearing in accordance with TDA requirements by *March 2027*.
- Preparation, adoption, and distribution of the FY 2027–2028 TDA allocation package by *May–June 2027*.
- Convening of the SSTAC and completion of required findings prior to adoption of TDA allocations by *Q3–Q4 FY 2026–2027*.
- Completion of required TDA financial and triennial performance audits for the ICLTC and ESTA, including implementation of applicable audit recommendations, by *June 2027*.
- Preparation and submittal of required semi-annual and final reports for PTMISEA, LCTOP, SGR, Cal OES transit security grants, and other applicable programs *throughout FY 2026–2027*, in accordance with program schedules.
- Preparation and submittal of the FY 2026–2027 Senate Bill 125 annual report by *June 2027*, as required.
- Ongoing coordination with ESTA, Tribal Governments, Caltrans, and partner agencies regarding transit operations, funding, service planning, and electric vehicle infrastructure needs *throughout FY 2026–2027*.
- Maintenance of complete and auditable financial records documenting TDA allocations, expenditures, reimbursements, and overhead cost recovery *throughout the fiscal year*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

BUDGET FOR WE 300.1	
LTF Funding	\$100,000
LTF Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$100,000</b>

## WORK ELEMENT 310.1 Coordinate Transit Services

**PURPOSE:** This Work Element supports coordination and evaluation of public and human services transportation within Inyo County to improve mobility, efficiency, and access to essential services. While day-to-day transit operations are managed by the transit operator, the ICLTC plays a coordinating role by evaluating service effectiveness, identifying gaps, and facilitating collaboration among transit providers, social service agencies, Tribal Governments, and regional partners.

Coordination efforts emphasize addressing the needs of traditionally underserved and transit-dependent populations, including older adults, persons with disabilities, low-income households, Tribal communities, and other historically underrepresented groups. Coordination activities are primarily advanced through the annual Unmet Transit Needs process, SSTAC meetings, public hearings, and interagency coordination forums. This Work Element also supports efforts to leverage available federal and state funding to improve transit services and infrastructure within Inyo County.

**PREVIOUS WORK:** During FY 2025–2026, the ICLTC coordinated with ESTA, Eastern Sierra Area Agency on Aging (ESAAA), Inyo Mono Advocates for Community Action (IMACA), and other partners to support transit coordination and funding activities. Staff evaluated and made findings related to FTA grant applications, developed and submitted a Senate Bill 125 allocation request to CalSTA, and convened annual SSTAC meetings and public hearings to identify and address unmet transit needs.

### **TASK ELEMENTS (FY 2026/2027):**

- Maintain and update an inventory of public, nonprofit, and human services transit providers and the scope of services available within Inyo County. *(As needed; ICLTC staff)*
- Consult with transit providers to verify coordination of services and identify opportunities to improve efficiency and service delivery. *(As needed; ICLTC staff)*
- Evaluate existing transit services and recommend adjustments to better address identified transportation needs. *(As needed; ICLTC staff)*
- Present transit coordination findings and recommendations to the ICLTC. *(As needed; ICLTC staff)*
- Monitor and evaluate interregional transit services serving Inyo County. *(As needed; ICLTC staff)*
- Coordinate with ESTA to pursue long-term funding strategies to support continuation of interregional transit services. *(As needed; ICLTC staff)*
- Participate with Kern Council of Governments and Mono County in coordination efforts to support a comprehensive interregional transit network in the Eastern Sierra corridor. *(As needed; ICLTC staff)*
- Coordinate with ESTA and regional partners to explore opportunities for alternative fuel and zero-emission transit vehicles and fueling infrastructure, including participation in regional consortium efforts. *(Ongoing; ICLTC staff/consultant)*
- Ensure that FTA grant applications are consistent with and derived from the Coordinated Public Transit–Human Services Transportation Plan for Inyo–Mono Counties. *(As needed; Q1–Q4; ICLTC staff)*
- Utilize the Coordinated Public Transit–Human Services Transportation Plan as a reference in the allocation of TDA funds. *(Annually; Q4; ICLTC staff — TDA-eligible task)*

- Assist ESTA with planning-related activities associated with updates to the Short-Range Transit Plan. *(As needed; ICLTC staff)*
- Coordinate and consult with the five Tribal Governments regarding transit planning, coordination, and service needs. *(As needed; ICLTC staff/consultant)*
- Conduct outreach to underserved and transit-dependent populations, including older adults, persons with disabilities, low-income households, and other historically underrepresented communities, to identify mobility needs and service gaps. *(As needed; ICLTC staff/consultant)*
- Encourage and coordinate applications for FTA grant programs, including Sections 5304, 5310, 5311, and 5339, and coordinate with Caltrans on review and submittal. *(As needed; ICLTC staff/consultant)*
- Provide public interaction and respond to inquiries related to transit services through the ICLTC office. *(Ongoing; ICLTC staff)*
- Evaluate transit strategies and service options to improve access to recreational destinations and trailheads, including consideration during the Unmet Transit Needs process. *(Q3–Q4; ICLTC staff)*
- Support planning efforts related to the transition to alternative fuel and zero-emission transit vehicles and supporting infrastructure. *(As needed; ICLTC staff)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Documentation of input and findings from SSTAC meetings, including meeting materials and summaries.
- Completed Unmet Transit Needs assessment and findings in compliance with the TDA, including public hearings and required determinations.
- Documentation supporting the annual allocation of STA and LTF resources.
- Coordination materials and supporting documentation related to planning for zero-emission and alternative fuel transit vehicles and fueling infrastructure, in coordination with ESTA and regional partners.
- Documentation supporting coordination with ESTA related to Senate Bill 125 allocation requests and required reporting, including prior-year reporting as applicable.

**ESTIMATED BENCHMARKS:** Ongoing for the complete Fiscal Year.

- Maintain and update an inventory of transit and human-services transportation providers serving Inyo County *throughout FY 2026–2027.*
- Convene the SSTAC and complete the annual Unmet Transit Needs assessment and public hearings in accordance with the TDA by *February 2027.*
- Conduct coordination meetings and consultations with ESTA, regional partners, and neighboring jurisdictions regarding local and interregional transit services *throughout FY 2026–2027, as needed.*
- Coordinate with ESTA on development, submittal, and reporting requirements for Senate Bill 125 allocations by *Q2–Q4 FY 2026–2027.*
- Support planning and coordination activities related to alternative fuel and zero-emission transit vehicles and supporting infrastructure, including participation in regional coordination efforts, *throughout FY 2026–2027.*



- Conduct outreach and coordination with Tribal Governments and underserved populations to identify transit needs and service gaps *throughout the fiscal year*.
- Document transit coordination activities, findings, and recommendations and present information to the ICLTC, as appropriate, *throughout FY 2026–2027*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

BUDGET FOR WE 310.1	
LTF Funding	\$10,000
LTF Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$10,000</b>

## WORK ELEMENT 400.1 Project Development & Monitoring

**PURPOSE:** This Work Element supports project development, programming, and monitoring activities necessary to implement the goals and policies of the adopted RTP. In coordination with Inyo County, the City of Bishop, Caltrans District 9, and partner agencies, the ICLTC assists in identifying, prioritizing, and advancing transportation project throughout Inyo County.

Activities include preparation and review of project development and planning documents; development of PSRs to improve project readiness; preparation of funding requests for the RTIP, ITIP, STIP amendments, and other CTC actions; and ongoing monitoring of programmed projects. The ICLTC also coordinates with Caltrans to monitor State Highway projects such as ATP and sustainable transportation planning initiatives. These efforts strengthen project delivery and position local agencies to compete effectively for state and federal funding.

**PREVIOUS WORK:** During FY 2025/2026, the ICLTC supported project development, grant implementation, and monitoring activities to advance transportation priorities identified in the Regional Transportation Plan. In coordination with Inyo County, the City of Bishop, Caltrans District 9, FHWA, and regional partners, staff monitored state and local projects programmed in the STIP, including projects along U.S. Route 395 and other state highways.

Work during the fiscal year included continued implementation of a HSIP grant to install safety improvements on Old Spanish Trail over Emigrant Pass and coordination with the FHWA Central Lands Division to advance the FLAP grant for Stateline Road. Staff also monitored and supported development of local road projects and engaged County and City partners on project needs for the 2025 RTIP.

Additional activities included preparation and submittal of two grant applications, a Rural Tribal Pilot Assistance Program application to support PA&ED and PS&E phases for Old Spanish Trail Highway, and a Safe Streets and Roads for All (SS4A) application to supplement the Local Road Safety Plan and ATP. ICLTC staff also collaborated with ESCOG in advance of the Federal Reconnecting Communities program, participated as an evaluator for Cycle8 of the ATP, and attended statewide grant and policy workshops.

### **TASK ELEMENTS (FY 2026/2027):**

- Participate in the development, prioritization, and allocation of transportation planning funds associated with state and federal programs, including the IJJA, OBBB, SB1, Road Repair and Accountability Act of 2017, ATP, HSIP, Climate Adaptation Planning Program, RSTP, and other applicable funding sources. *(Quarterly and as needed; ICLTC staff)*
- Assist with planning-level review under the California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA) for local and Caltrans projects to ensure consistency with regional planning documents. This task does not include site-specific environmental surveys. *(As needed; ICLTC staff)*
- Ensure that safety and security considerations are incorporated into the planning and evaluation of alternatives for proposed transportation projects. *(As needed; ICLTC staff)*
- Coordinate and analyze data from the Statewide Integrated Traffic Records System (SWITRS) and other collision databases provided by local law enforcement agencies, including the

California Highway Patrol, Inyo County Sheriff's Office, and Bishop Police Department, to identify and prioritize safety improvements. *(Ongoing; ICLTC staff/consultant)*

- Review data from local law enforcement and natural resource management agencies to identify transportation safety issues related to wildlife movement and develop planning-level strategies to address these concerns. *(Ongoing; ICLTC staff/consultant)*
- Participate in and support planning activities related to access, circulation, and safety at the Bishop Airport, as appropriate. *(As needed; ICLTC staff)*
- Participate in public meetings, workshops, and transportation studies to identify and refine local and regional projects suitable for future grant applications. *(As needed; ICLTC staff/consultant)*
- Utilize performance measures to support evaluation, prioritization, and selection of transportation planning and project development activities. *(As needed; ICLTC staff/consultant)*
- Coordinate and consult with the five Tribal Governments on project development activities and upcoming grant opportunities. *(As needed; ICLTC staff/consultant)*
- Compile and share local traffic, safety, and system performance data to better understand transportation needs and identify potential project opportunities within Inyo County. *(As needed; ICLTC staff/consultant)*
- Review pedestrian and bicycle facility inventories for County, City, and Tribal roadways, including consideration of Americans with Disabilities Act (ADA) accessibility, to support project prioritization and identification of appropriate funding sources. *(As needed; ICLTC staff/consultant)*
- Coordinate with Caltrans District 9, the California Highway Patrol, and the Inyo County Sheriff's Office to obtain data related to fatal and serious injury collisions to support safety planning efforts. *(Ongoing; ICLTC staff/consultant)*
- Coordinate with Federal Land Management Agencies, including the BLM, and volunteer or stewardship groups to support traffic counts, signage evaluation, and planning related to off-highway vehicle (OHV) activity and access to designated areas, including consideration of the future transition to street-legal UTVs. *(As needed; ICLTC staff/partners)*
- Coordinate with neighboring counties, Caltrans, ESTA, and regional partners to monitor and support planning efforts related to the transition to alternative fuel and zero-emission vehicles, including evaluation of feasibility and siting of fueling and charging infrastructure. *(Ongoing; ICLTC staff)*

#### **EXPECTED PRODUCTS (FY 2026/2027):**

- Project development and prioritization documentation supporting implementation of the adopted RTP, including planning-level analyses and coordination materials.
- PSRs and related planning documents to improve project readiness and competitiveness for state and federal funding, including work associated with the Old Spanish Trail Highway rehabilitation, evacuation route resilience, and FLAP and ATP grant readiness.
- RTIP, ITIP, and STIP funding requests, amendments, and supporting documentation submitted to the CTC, as applicable.
- Project monitoring records documenting coordination, milestone tracking, and status updates for state and local transportation projects, including projects along U.S. Route 395.

- Grant application materials and supporting documentation for programs such as the HSIP, FLAP, ATP, STPG, and other applicable funding programs.
- Safety analysis and planning documentation utilizing collision data, performance measures, and planning-level evaluations to support safety-focused project development.
- Coordination materials related to projects involving Federal Land Management Agencies, Tribal Governments, airport access and circulation, and recreational and OHV access planning.
- Planning and coordination documentation supporting alternative fuel and zero-emission vehicle infrastructure, including regional coordination with Caltrans, ESTA, neighboring counties, and partner agencies.
- Staff reports, briefings, and informational materials presented to the ICLTC related to project development, funding strategies, and project status.

#### **ESTIMATED BENCHMARKS:**

- Ongoing coordination with Inyo County, the City of Bishop, Caltrans District 9, FHWA, Federal Land Management Agencies, Tribal Governments, and other partners to advance project development and monitoring activities *throughout FY 2026–2027*.
- Ongoing monitoring of state and local transportation projects programmed in the STIP, including milestone tracking and coordination for projects on U.S. Route 395 and other state highways, *throughout July 2026 – June 2027*.
- Development and refinement of PSRs and other planning-level project documentation, as needed, with anticipated initiation and advancement occurring between *Q1–Q4 FY 2026–2027*, depending on project readiness and funding availability.
- Preparation and submittal of RTIP, ITIP, and STIP funding requests and amendments, as required, in accordance with CTC schedules *during FY 2026–2027*.
- Preparation and submittal of state and federal grant applications (including HSIP, FLAP, ATP, STPG, SS4A and other applicable programs) in alignment with program-specific cycles *throughout FY 2026–2027*.
- Safety analysis and planning activities utilizing SWITRS collision data, law enforcement records, and performance measures conducted on an ongoing basis to inform project prioritization and grant development. Conducted *as needed throughout FY 2026–2027*.
- Coordination activities related to airport access planning, recreational and OHV access, wildlife safety considerations, and federal land access, conducted *as needed throughout the fiscal year*.
- Planning and coordination activities supporting the transition to alternative fuel and zero-emission vehicles, including evaluation of potential infrastructure siting and regional coordination, conducted *throughout FY 2026–2027*.
- Presentation of project status updates, recommendations, and funding strategies to the ICLTC, *as appropriate, throughout FY 2026–2027*.

**ESTIMATED COMPLETION DATE:**

**FUNDING:**

BUDGET FOR WE 400.1	
RPA Funding	\$75,000
RPA Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$75,000</b>

## WORK ELEMENT 400.2 Development of Grant Proposals

**PURPOSE:** This Work Element builds upon Work Element 400.1 (Project Development & Monitoring) by advancing transportation projects from the conceptual stage toward a shovel-ready level. While closely coordinated with Work Element 400.1, this element focuses on project refinement, readiness, and strategic grant development to position projects for successful funding and implementation.

Activities include collaboration with Tribal Governments, the City of Bishop, neighboring RTPA, and other partner agencies to pursue competitive state and federal grant funding. Funding programs may include, but are not limited to, the Caltrans STPG, Clean California, HSIP, RTA, FLAP, BUILD, SS4A, and the ATP.

**PREVIOUS WORK:** During FY 2025–2026, the ICLTC advanced transportation projects beyond the conceptual stage by refining project scopes, improving readiness, and pursuing competitive grant funding opportunities. Building upon project development activities conducted under Work Element 400.1, staff collaborated with Inyo County, the City of Bishop, Tribal Governments, neighboring RTPA, and other partners to position priority projects for state and federal funding.

Work during the fiscal year included preparation and submittal of two grant applications and requests for technical assistance to support project advancement, to the RTA, and SS4A. Staff also coordinated with partner agencies on ATP funding opportunities and participated in grant-related workshops and coordination meetings to remain current on program requirements and policy guidance.

These activities improved project readiness, strengthened interagency coordination, and enhanced the ICLTC's ability to compete for funding to advance priority transportation projects.

### **TASK ELEMENTS (FY 2026/2027):**

- Monitor and remain current on transportation planning and project funding programs, including the IJIA, OBBB, SB 1, Road Repair and Accountability Act of 2017, ATP, Reconnecting Communities Program, STPG, Clean California, BUILD, FLAP, RTA, SS4A and HSIP. *(Quarterly and as needed; ICLTC staff)*
- Conduct community engagement activities, including outreach, public meetings, surveys, and coordination with partner agencies, to ensure transportation projects and grant proposals reflect the needs of urban, rural, Tribal, and underserved communities, and consider all modes of travel. *(As needed; ICLTC staff/consultant)*
- Assist with planning-level review under the CEQA and/or NEPA for local and Caltrans projects to ensure consistency with regional planning documents. This task does not include site-specific environmental surveys. *(As needed; ICLTC staff)*
- Procure and manage consultant support, as needed, to assist the City of Bishop, Tribal Governments, and Inyo County with development of competitive grant proposals. *(As needed; ICLTC staff/consultant)*
- Coordinate with the Bishop Paiute Tribe and other Tribal Governments to collaboratively develop grant proposals, including preparation of an Active Transportation Program Cycle 8 application. *(As needed; ICLTC staff/consultant)*
- Ensure that safety, connectivity, and Complete Streets principles are incorporated into the development of grant proposals for local and Caltrans projects. *(As needed; ICLTC staff)*

- Compile and analyze Statewide Integrated Traffic Records System (SWITRS) data and other collision data from local law enforcement agencies, including the California Highway Patrol, Inyo County Sheriff's Office, and Bishop Police Department, to support safety-focused project development and grant applications. *(Ongoing; ICLTC staff/consultant)*
- Review data from local law enforcement and natural resource management agencies to identify transportation safety issues related to wildlife movement and incorporate mitigation strategies into project planning and grant proposals. *(As needed; ICLTC staff/consultant)*
- Participate in and support planning activities related to access, circulation, and safety at the Bishop Airport, as appropriate. *(As needed; ICLTC staff)*
- Participate in public meetings, workshops, and transportation studies to identify and match local and regional projects with appropriate funding opportunities. *(As needed; ICLTC staff/consultant)*
- Utilize performance measures to evaluate, prioritize, and refine projects for potential grant submittal. *(As needed; ICLTC staff/consultant)*
- Coordinate and consult with the five Tribal Governments regarding project advancement and grant development activities. *(As needed; ICLTC staff/consultant)*
- Review pedestrian and bicycle facility inventories for County, City, and Tribal roadways, including consideration of ADA accessibility, to prioritize projects and identify funding opportunities. *(As needed; ICLTC staff/consultant)*
- Review Countywide, Citywide, and regional active transportation and community plans to identify projects suitable for advancement through grant funding. *(Ongoing; ICLTC staff/consultant)*
- Coordinate with Caltrans District 9, the California Highway Patrol, Inyo County Sheriff's Office, and the public to identify transportation safety concerns, with particular emphasis on locations involving fatal and serious injury collisions. *(Ongoing; ICLTC staff/consultant)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Planning-level project development materials that advance priority transportation projects from concept to shovel-ready status, including scopes, cost estimates, schedules, and supporting technical documentation, as appropriate.
- Completed and submitted grant applications for local, Tribal, and regional transportation projects, including applications to programs such as ATP, HSIP, Clean California, BUILD, Reconnecting Communities, RTA, and Caltrans STPG.
- Documentation of coordination and collaboration with the City of Bishop, Inyo County, Tribal Governments, Caltrans District 9, neighboring RTPAs, and other partner agencies in support of project development and grant submittals.
- Safety analysis materials supporting grant proposals, including use of collision data, SWITRS analysis, and identification of locations with fatal and serious injury crashes.
- Community engagement documentation supporting grant applications, including meeting summaries, outreach materials, public input summaries, and coordination with underserved and Tribal communities.
- Draft and refined project concepts incorporating Complete Streets, ADA accessibility, multimodal connectivity, and climate resilience considerations.

- Planning-level environmental documentation and consistency findings demonstrating alignment with the RTP, ATP, and other adopted regional or local plans.
- Performance-based project evaluation materials used to prioritize and refine projects for funding consideration.

**ESTIMATED BENCHMARKS:** Estimated Benchmarks: Ongoing throughout FY 2026–2027 unless otherwise noted below.

- Identification and refinement of candidate projects for grant funding as opportunities arise, based on adopted regional and local plans and emerging funding programs *(Q1–Q4)*.
- Coordination with local agencies, Tribal Governments, Caltrans, and regional partners to advance project concepts and develop competitive grant applications *(Q1–Q4)*.
- Preparation and submittal of grant applications in accordance with applicable program schedules and deadlines, including ATP, HSIP, STPG, Clean California, BUILD, Reconnecting Communities, and Rural and Tribal Assistance Program opportunities *(as scheduled by each program)*.
- Completion of planning-level project development activities, including scopes, cost estimates, schedules, and supporting technical documentation, in advance of grant submittals *(Q1–Q4)*.
- Development of safety analysis and supporting data documentation for grant applications, including use of collision data and performance-based evaluation measures *(Q1–Q4)*.
- Conduct community and Tribal engagement activities supporting grant development, including meetings, outreach, and coordination documentation, as required by individual funding programs *(Q1–Q4)*.
- Coordination with consultants, where applicable, to support project development and grant preparation activities *(Q1–Q4)*.
- Advancement of select projects toward shovel-ready status, subject to funding availability, agency coordination, and program requirements *(ongoing)*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 400.2</b>	
RPA Funding	\$50,000
RPA Carryover (FY2025/2026)	
<b>TOTAL</b>	<b>\$50,000</b>

Work Element 400.2 builds upon and directly supports Work Element 400.1 by advancing projects identified through project development and monitoring activities into more defined, grant-ready, and implementation-ready phases through targeted planning, coordination, and grant development efforts.



## WORK ELEMENT 500.1 Coordination & Regional Planning

**PURPOSE:** To provide oversight, coordination, and community engagement in regional transportation planning activities. Given Inyo County's geographic diversity and role as a strategic interregional corridor, this work element supports coordination among multiple jurisdictions, agencies, and stakeholders to address competing transportation priorities and ensure informed, balanced decision-making within the regional planning process.

**PREVIOUS WORK:** During FY 2025/2026, the ICLTC conducted ongoing regional coordination and oversight activities to support information transportation planning and decision-making across Inyo County. Staff coordinated with Caltrans District 9, local jurisdictions, Tribal Governments, regional agencies, and stakeholder organizations on transportation policy issues, funding opportunities, and project priorities affecting the Eastern Sierra region.

ICLTC staff participated in regional and statewide meetings, workshops, and coordination forums to monitor transportation planning initiatives, funding programs, and policy developments relevant to rural and interregional corridors. Through ESCOG's relationship with the federal Reconnecting Communities Institute (RCI), ICLTC staff along with ESCOG and Mono County staff represented the Eastern Sierra Region at the American Metropolitan Planning Organization's (AMPO) annual conference. These efforts strengthened collaboration among partner agencies, supported alignment between local and regional priorities, and provided a foundation for continued regional planning coordination and community engagement activities.

### **TASK ELEMENTS (FY 2026/2027):**

- Coordinate with Caltrans District 9, ESTA, ESCOG, neighboring RTPAs, and local jurisdictions on regional transportation planning activities and funding priorities. *(Quarterly, as needed, ICLTC staff)*
- Participate in RTPA coordination meeting and RCTF meetings to support statewide and rural transportation policy coordination. *(Monthly and bi-monthly, ICLTC staff)*
- Encourage and support public participation in regional transportation planning processes, including coordination with Caltrans, local agencies, Tribal Governments, and traditionally underrepresented populations. *(Monthly, as needed, ICLTC staff)*
- Conduct community engagement through public meetings, outreach activities, web-based tools, and internal coordination to ensure transportation planning efforts reflect the needs of rural, motorized, non-motorized, and emerging transportation users. *(as needed, ICLTC staff)*
- Coordinate and consult with all five federally recognized Tribal Governments in Inyo County to support meaningful participation and compliance with federal transportation planning and consultation requirements, including Title 23 U.S.C. and IIJA provisions. *(as needed, ICLTC staff/consultant)*
- Coordinate with Tribal Governments on the identification and submittal of County and City roads, routes, and bridges for inclusion in the Bureau of Indian Affairs Indian Reservation Roads inventory system and related funding opportunities. *(as needed, ICLTC staff)*
- Coordinate with Tribal Governments on grant applications for transportation facilities providing access to Tribal lands and communities. *(as needed, ICLTC staff/consultant)*

- Engage with the Bishop Paiute Tribe to collaborate on development of a Cycle 8 ATP grant application. *(Q2-Q4, ICLTC staff)*
- Continue development and refinement of policies, criteria, and guidelines for prioritizing regional transportation projects and leveraging discretionary funding opportunities, including strategies incorporated into the RTP. *(Quarterly, as needed, ICLTC staff)*
- Coordinate transportation planning with related planning efforts, including land use planning, CEQA/NEPA processes, air quality planning, watershed management, and climate adaptation initiatives. *(as needed, ICLTC staff/consultant)*
- Participate in Intelligent Transportation Systems (ITS) training and serve as a technical advisory committee member for Caltrans ITS studies, as applicable. *(as needed, ICLTC staff)*
- Monitor and evaluate the combined use of local streets and roads by regular vehicular traffic and off-highway vehicles pursuant to Assembly Bill 628 and Senate Bills 1354 and 402, including public feedback related to the Inyo County pilot program. *(Quarterly as needed, ICLTC staff)*
- Coordinate with agencies such as the BLM and volunteer or stewardships groups to conduct traffic counts, evaluate signage and address off-highway vehicles incursion. *(Q1-Q4, ICLTC staff)*
- Implement the 2023 RTP and support ongoing coordination related to traffic, freight, and truck movement patterns, including continued discussion of potential re-routing or bypass concepts to improve accessibility and walkability in downtown Bishop. *(Q1-Q4, ICLTC staff)*
- Develop and participate in a regional consortium to monitor the transition to alternative fuel and zero-emission vehicles and coordinate with Caltrans, ESTA, and neighboring counties on feasibility and siting of hydrogen and alternative fueling infrastructure. *(Q1-Q4, ICLTC staff)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Documentation of interagency coordination activities with Caltrans district 9, ESTA, ESCOG, neighboring RTPAs, and local jurisdictions related to regional transportation planning, policy coordination, and funding priorities.
- Records of participation in RTPA coordination meetings, RCTF meetings, and other regional forums addressing rural transportation issues and statewide policy initiatives.
- Public outreach and engagement materials supporting regional transportation planning efforts, including meeting notices, summaries, correspondence, and documentation of public input from community members and traditionally underrepresented populations.
- Documentation of government-to-government coordination and consultation activities with federally recognized Tribal Governments, including meeting summaries, correspondence, and records supporting compliance with applicable federal transportation planning requirements.
- Materials supporting coordination with Tribal Governments on transportation funding opportunities, including Indian Reservation Road inventory coordination and grant application development for access routes serving Tribal lands.
- Planning coordination documentation demonstrating integration of transportation planning with related land use, environmental, air quality, watershed, and climate adaptation planning efforts.
- Policy guidance, criteria, and reference materials supporting regional project prioritization, discretionary funding strategies, and implementation of the RTP.

- Documentation related to special transportation initiatives, including off-highway vehicle pilot program monitoring, ITS coordination, and corridor-level planning discussions affecting regional mobility and community access.
- Records of coordination and participation related to emerging transportation technologies, including alternative fuel and zero-emission vehicle planning and regional consortium activities.

**ESTIMATED BENCHMARKS:** Estimated Benchmarks: Ongoing throughout FY 2026–2027, unless otherwise noted below.

- Participation in regional coordination meetings with Caltrans District 9, RTPA partners, ESTA, ESCOG, and the Rural Counties Task Force, conducted on a *monthly or bi-monthly basis, as scheduled*.
- Ongoing coordination and consultation with federally recognized Tribal Governments, including documentation of government-to-government engagement, conducted as needed *throughout the fiscal year*.
- Public engagement activities supporting regional transportation planning initiatives, conducted as opportunities arise and aligned with planning, grant development, and policy coordination efforts.
- Continued implementation and coordination activities supporting the 2023 Regional Transportation Plan, carried out *throughout FY 2026–2027*.
- Monitoring and coordination related to special transportation initiatives—including ITS activities, off-highway vehicle pilot program monitoring, and corridor-level planning efforts—conducted on an as-needed basis throughout the fiscal year.
- Development and refinement of regional project prioritization strategies, discretionary funding approaches, and policy guidance, undertaken periodically as funding programs, legislative actions, or planning needs evolve.

ESTIMATED COMPLETION DATE: June 2027

FUNDING:

<b>BUDGET FOR WE 500.1</b>	
RPA funding	\$10,000
<b>TOTAL</b>	<b>\$10,000</b>

## WORK ELEMENT 510.1 Regional Transportation Plan

**PURPOSE:** To develop and maintain the Regional Transportation Plan (RTP) to address current and future transportation needs and to advance regional goals related to safety, system capacity, accessibility, active transportation, and operational efficiency. This work element supports coordination with the City of Bishop and Inyo County Housing Element updates and emphasizes inclusive stakeholder engagement to ensure the RTP reflects the needs and priorities of Inyo County's residents, agencies, and communities.

**PREVIOUS WORK:** During the FY 2025/2026, the ICLTC monitored implementation of the 2023 Inyo County RTP, including coordination with the City of Bishop, County departments, Caltrans District 9, transit operators, Tribal Governments, and regional partners to ensure consistency between RTP objectives, project development, funding programs, and state and federal planning requirements. Amendment No. 1 to the RTP was prepared during November and December 2025 to ensure consistency with the 2025 RTIP.

### **TASK ELEMENTS (FY 2026/2027):**

- Monitor implementation of the 2023 Inyo County RTP, including tracking progress on policies, programs, and priority projects. *(Q1–Q2, ICLTC staff/consultant)*
- Identify emerging transportation needs and opportunities to inform RTP implementation, including access, circulation, and infrastructure considerations associated with expanded airport operations and year-round commercial air service. *(Q1–Q4, ICLTC staff/consultant)*
- Initiate the 2027 update to the RTP with the assistance of consultant and in coordination with the City of Bishop, Tribal partners, Caltrans, Transit operator and regional partners.
- Identify and evaluate opportunities for siting alternative fuel and zero-emission infrastructure, including hydrogen and electric vehicle charging, consistent with RTP goals and regional planning efforts. *(Q1–Q4, ICLTC staff/consultant)*
- Participate in and document meetings with regional planning committees, transit operators, and stakeholders to identify policy, funding, and project development topics that may enhance or inform RTP implementation. *(Q1–Q4, ICLTC staff/consultant)*
- Coordinate with the regional transit operator to review the condition and performance of transit assets and services and assess implications for RTP implementation and future planning. *(Q1–Q4, ICLTC staff/consultant)*

### **EXPECTED PRODUCTS (FY 2026/2027):**

- Documentation of RTP implementation monitoring, including staff memoranda, and coordination records related to RTP policies, programs, and priority project development.
- Records of coordination with the City of Bishop, County departments, Caltrans District 9, transit operators, Tribal Governments, and regional partners regarding RTP consistency, project development, and funding and programming activities.
- Meeting summaries and reports from regional planning committees, stakeholder forums, and transit coordination meetings identifying issues, opportunities, and recommendations relevant to RTP implementation.

- Reference materials and planning documentation related to evaluation of alternative fuel and zero-emission infrastructure siting opportunities and integration of emerging transportation technologies into RTP planning.
- Transit asset condition and performance summaries used to inform RTP monitoring and identification of future transportation needs.

**ESTIMATED BENCHMARKS:** Ongoing throughout FY 2026–2027, unless otherwise noted.

- RTP implementation monitoring and internal tracking updates *(Q1–Q2)*.
- Identification of emerging transportation needs and RTP enhancement opportunities, including airport circulation and access considerations *(Q1–Q4)*.
- Begin 2027 update to the RTP *(Q3–Q4)*.
- Evaluation of alternative fuel and zero-emission infrastructure siting opportunities *(Q1–Q4)*.
- Participation in regional planning and stakeholder coordination meetings and documentation of outcomes *(Q1–Q4)*.
- Transit asset coordination and review activities conducted in coordination with the regional transit operator *(Q1–Q4)*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 510.1</b>	
RPA funding	\$50,000
RPA carryover (FY 2025-2026)	
<b>TOTAL</b>	<b>\$50,000</b>

## WORK ELEMENT 600.1 PMP/GIS

**PURPOSE:** To ensure the optimal use of State and Federal funds allocated for construction and maintenance of local roads through the management and continued development of a comprehensive Pavement Management Program (PMP). The PMP evaluates the condition and performance of the local roadway system, identifies maintenance and rehabilitation needs, and applies life-cycle cost analysis to support cost-effective investment strategies.

The PMP utilizes best management practices in coordination with traffic counting and roadway analysis, provides the foundational data used to support development of the RTP, the Capital Improvement Program (CIP) and RTIP. The PMP is integrated with the County's Geographic Information System (GIS) to improve visualization of roadway networks, funded projects, and system performance. This data supports performance monitoring, capital improvement planning, and long-range transportation decision-making for City and County roadways.

**PREVIOUS WORK:** During FY 2025–2026, ICLTC staff maintained and updated the Inyo County Pavement Management Program and supporting GIS datasets to reflect current roadway conditions and funded project activity. Prior-year work included coordination with local agencies and Caltrans to ensure pavement condition data, traffic counts, and roadway inventory information remained consistent with State and Federal reporting requirements.

Staff updated roadway condition records, maintained PMP databases, and supported the integration of pavement and project data into the County GIS platform to improve accessibility and visualization of capital projects and network performance. The PMP data was used to inform RTP and RTIP development, project prioritization, and grant and funding applications. These efforts ensured that Inyo County's pavement and roadway condition data remained current, defensible, and aligned with regional and statewide planning and performance management frameworks.

### **TASK ELEMENTS (FY 2026/2027):**

- Maintain and update the Inyo County Pavement Management System, including roadway inventory, condition data, and maintenance and rehabilitation histories. *(Ongoing, ICLTC staff/consultant)*
- Coordinate with City and County Public Works staff to verify roadway attributes, treatment histories, and pavement condition updates. *(Ongoing, ICLTC staff/consultant)*
- Coordinate and support pavement condition surveys, including PCI data collection and validation, as funding and resources allow. *(Q1–Q4, ICLTC staff/consultant)*
- Incorporate traffic count data and roadway functional classification information into PMP analyses. *(Q1–Q4, ICLTC staff/consultant)*
- Maintain and update GIS layers for roadway networks, funded projects, pavement condition, and capital improvement locations. *(Q1–Q4, ICLTC staff/consultant)*
- Develop and refine GIS-based maps and visual tools to support planning, reporting, and public communication. *(Q1–Q4, ICLTC staff/consultant)*
- Use PMP outputs to support development and refinement of capital improvement priorities for the RTP and RTIP. *(Q1–Q4, ICLTC staff/consultant)*

- Provide pavement condition and performance data to support grant applications and funding justification. *(Q1–Q4, ICLTC staff/consultant)*
- Monitor system performance trends and life-cycle cost scenarios to support long-term investment planning. *(Q1–Q4, ICLTC staff/consultant)*
- Prepare summaries, technical memoranda, and supporting documentation for ICLTC and partner agencies, as needed. *(Q1–Q4, ICLTC staff/consultant)*
- Coordinate with Caltrans District 9, local jurisdictions, and regional partners to ensure consistency between local pavement data and State and Federal planning and reporting requirements. *(As needed, ICLTC staff/consultant)*
- Support data sharing efforts related to RTP, RTIP, and State performance management frameworks. *(As needed, ICLTC staff/consultant)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Updated Pavement Management Program database, including roadway inventory, condition data, and treatment histories.
- GIS-based roadway and project maps illustrating pavement condition, funded projects, and capital improvement priorities.
- Pavement condition summaries and performance trend documentation to support RTP and RTIP development and reporting.
- Technical memoranda and data summaries supporting grant applications, funding justification, and project prioritization.
- Coordination records and data exchanges with City, County, Caltrans District 9, and regional partners.

**ESTIMATED BENCHMARKS:** Estimated Benchmarks: Ongoing throughout FY 2026–2027, unless otherwise noted.

- PMP database maintenance and roadway inventory updates *(Q1–Q4)*.
- Pavement condition data integration and validation, as surveys or updates are conducted *(Q2–Q4)*.
- GIS layer updates and project mapping for funded and planned roadway improvements *(Q1–Q4)*.
- RTP, CIP and RTIP support activities using PMP data, including performance summaries and prioritization inputs *(Q2–Q4)*.
- Interagency coordination and data reporting to Caltrans and regional partners *(As needed, Q1–Q4)*.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

BUDGET FOR WE 600.1	
RPA funding	\$35,500
RPA carryover (FY 2025/2026)	
<b>TOTAL</b>	<b>\$35,500</b>

## WORK ELEMENT 700.1 Planning, Programming, and Monitoring

**PURPOSE:** To administer and manage Planning, Programming, and Monitoring (PPM) funds in support of statewide, regional, and local transportation planning and project delivery activities. This Work Element focuses on coordination with Caltrans District 9, the CTC, and project-implementing agencies to ensure compliance with State and Federal programming requirements, timely delivery of funded projects, and effective integration of planning and funding programs.

This Work Element supports the development, implementation, and amendment of the RTIP, STIP, monitoring of state and federally funded projects, preparation of mandated reports, and participation in statewide and regional transportation planning forums. Activities under this work element complement and support tasks identified in Work Elements 100.1, 200.1, 400.1, 400.2, 400.4, 500.1, 510.1, and 600.1.

**PREVIOUS WORK:** During FY 2025–2026, ICLTC staff administered PPM-funded activities to support RTIP implementation and STIP coordination in accordance with CTC guidelines and Caltrans programming requirements. Prior-year work included coordination with project-implementing agencies to prepare and process allocation, amendment, and extension requests, and to ensure timely submission of required documentation to Caltrans and the CTC.

Staff monitored the delivery and financial status of state- and federally funded projects, tracked obligations and expenditures, and supported compliance with State and Federal reporting requirements. ICLTC participated in RTPA, RCTF, STIP, and local assistance meetings and workshops, and coordinated with Caltrans on state highway projects and project initiation documents. These efforts ensured continued alignment between regional planning priorities, funding programs, and statewide transportation policy and performance management frameworks.

### **TASK ELEMENTS (FY 2026/2027):**

- Administer and implement the adopted RTIP, including preparation of amendments, revisions, and updates as needed. *(Q1–Q4, ICLTC staff)*
- Review and process allocation, extension, and amendment requests from project-implementing agencies. *(Q1–Q4, ICLTC staff)*
- Monitor delivery, scheduling, and financial status of State and Federally funded projects to ensure timely use of funds and compliance with CTC and State requirements. *(Q1–Q4, ICLTC staff)*
- Track obligations, expenditures, and project milestones in coordination with Caltrans and local agencies. *(Q1–Q4, ICLTC staff)*
- Assist project sponsors with preparation and submittal of required programming, allocation, and reporting documentation to Caltrans and the CTC. *(As needed, ICLTC staff)*
- Coordinate with Caltrans on state highway projects, including Project Initiation Documents (PIDs) and related programming activities. *(As needed, ICLTC staff)*
- Prepare and submit State and federally mandated reports, including obligation reports, DBE reports, and performance and planning documentation supporting the RTP and funding programs. *(Q1–Q4, ICLTC staff)*



- Collect and manage data to support performance measures and planning requirements under MAP-21, FAST Act, and IIJA. *(Q1–Q4, ICLTC staff)*
- Monitor State and Federal transportation funding programs, including IIJA-related initiatives, and evaluate opportunities applicable to Inyo County and regional partners. *(Q1–Q4, ICLTC staff)*
- Coordinate grant and programming activities across applicable Work Elements to ensure alignment with funding requirements. *(Q1–Q4, ICLTC staff)*
- Participate in RTPA, RCTF, CTC, STIP workshops, and Caltrans local assistance and policy training meetings. *(Q1–Q4, ICLTC staff)*
- Coordinate with regional partners to support statewide and rural transportation planning initiatives. *(Q1–Q4, ICLTC staff)*
- Support outreach and coordination activities to gather community and stakeholder input related to funding priorities, project development, and grant opportunities. *(As needed, ICLTC staff)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- RTIP amendments, updates, and supporting documentation submitted to Caltrans and the CTC.
- Allocation, extension, and amendment request packages for State- and federally funded projects.
- Project monitoring records, including allocation and expenditure tracking and milestone documentation.
- State and federally required reports, allocation requests in coordination with Caltrans the CTC.
- Meeting materials, summaries, and coordination records from RTPA, RCTF, STIP workshops, and Caltrans and CTC coordination meetings.
- Data summaries and technical documentation supporting project performance measures and grants implementation.

**ESTIMATED BENCHMARKS:** Ongoing throughout FY 2026–2027, unless otherwise noted.

- RTIP implementation and amendment processing *(Q1–Q4)*.
- Project allocation, extension, and programming support to sponsoring agencies *(As needed, Q1–Q4)*.
- Monitoring of project delivery, obligations, and expenditures *(Quarterly, Q1–Q4)*.
- Submission of State and Federal reports, including closeout documents as required *(Quarterly, Q1–Q4)*.
- Participation in RTPA, RCTF, STIP, and Caltrans/CTC coordination meetings and trainings *(Q1–Q4)*.
- Program tracking and project coordination *(Q1–Q4)*.

**ESTIMATED COMPLETION:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 700.1</b>	
PPM funding	\$150,000
<b>TOTAL</b>	<b>\$150,000</b>

## WORK ELEMENT 700.1 Cross Reference with Activities and Timelines

<b>Task Description Summary</b>	<b>Related Work Elements</b>	<b>Timeline</b>	<b>By Whom</b>
Monitor State Transportation Projects	100.1; 200.1; 500.1	Ongoing (Q1–Q4)	ICLTC staff
Monitor Local Agency Transportation Projects	200.1; 300.1; 400.1; 400.2	Ongoing (Q1–Q4)	ICLTC staff
Prepare and Participate in ICLTC Meetings Related to Programming and Monitoring	100.1; 200.1; 400.1	As needed	ICLTC staff
Implement and Monitor RTP Policies and Priority Projects	200.1; 300.1; 500.1; 600.1	Ongoing (Q1–Q4)	ICLTC staff
Participate in Advisory Committees, Workshops, and Stakeholder Meetings	100.1; 200.1; 400.1	Quarterly / As needed	ICLTC staff
Coordinate RTP Implementation with Related Planning Efforts	300.1; 500.1; 600.1	Ongoing (Q1–Q4)	ICLTC staff
General Programming Coordination and Required Reporting	100.1; 200.1; 300.1; 310.1	Quarterly / As needed	ICLTC staff
Develop Planning Studies and Programming Support Documents	400.1; 400.2	As needed (Q1–Q4)	ICLTC staff; Consultant
Advance Planning and Programming Activities Supporting Funding Readiness	400.1; 400.2	As needed (Q1–Q4)	ICLTC staff; Consultant
Review State, Regional, and Local Plans and Programs for Consistency	200.1; 400.1; 500.1	As needed	ICLTC staff
Coordinate Programming Activities Across Work Elements	400.1; 500.1; 310.1	As needed	ICLTC staff;
Coordinate Grant-Related Programming and Monitoring Activities	400.1; 400.2; 310.1	As needed (Q1–Q4)	ICLTC staff

Coordinate with Caltrans and Local Agencies on Safety and Programming	200.1; 400.1; 400.2	As needed	ICLTC staff; Consultant
Review Safety, Programming, and Funding Strategies	400.1; 400.2	As needed	ICLTC staff; Consultant
General Interagency Coordination Supporting PPM Activities	500.1; 310.1	As needed	ICLTC staff; Consultant
Participate in Commission Actions Related to Programming and Monitoring	100.1; 200.1; 400.1	As needed	ICLTC staff

## WORK ELEMENT 800.1 Inyo County Evacuation Route Resilience Plan

**PURPOSE:** This work element supports development of the Inyo County Evacuation Route Resilience Plan, which will identify, and document primary and secondary evacuation routes serving communities throughout the County and evaluate vulnerabilities associated with climate-related hazards. The Plan will establish a Climate Adaptation-focused CIP that prioritizes transportation infrastructure improvements over a five-year implantation period.

Conceptual improvement strategies, including engineering and planning-level design (up to 30%), may be developed to support project prioritization and position projects for future funding opportunities. The Plan will build upon existing safety, hazard, and transportation planning documents and incorporate the most current climate data, stakeholder advisory input, and extensive public outreach involving local jurisdictions, state and federal agencies, Tribal Governments, and community members.

The Evacuation Route Resilience Plan will align with statewide climate adaptation planning initiatives and directly support updates to the Inyo County Safety Element by improving emergency access, evacuation reliability, and long-term transportation system resilience.

**PREVIOUS WORK:** During FY 2025–2026, the ICLTC initiated administrative and preparatory activities necessary to advance development of the Inyo County Evacuation Route Resilience Plan. Prior-year work included execution of the STPG agreement and initial coordination with Caltrans to confirm grant requirements, reporting expectations, and project administration procedures.

ICLTC staff established internal grant management processes consistent with the executed grant agreement, the Caltrans Regional Planning Handbook, the Grant Application Guide, and the Local Assistance Procedures Manual (LAPM). Staff monitored project scope, budget, and schedule to ensure compliance with grant conditions and administrative cost limitations.

In preparation for plan development, ICLTC coordinated with County departments, local jurisdictions, and emergency response partners to discuss evacuation challenges, roadway vulnerabilities, and climate-related impacts affecting rural and remote communities. Staff also reviewed existing transportation, safety, and hazard planning documents and monitored state and federal climate adaptation guidance and funding programs relevant to evacuation route resilience planning.

These activities provided the administrative framework, coordination foundation, and baseline understanding necessary to support consultant procurement and full plan development in subsequent fiscal years.

### **TASK ELEMENTS (FY 2026/2027):**

- Execute the STPG agreement and coordinated with Caltrans to confirm grant requirements, reporting expectations, and project administration procedures. *(Ongoing, ICLTC staff)*
- Establish internal grant management, documentation, and tracking processes consistent with the executed grant agreement, Caltrans Regional Planning Handbook, Grant Application Guide, and Local Assistance Procedures Manual (LAPM). *(Ongoing, ICLTC staff)*
- Monitor project scope, budget, and schedule to ensure compliance with grant conditions and administrative cost limitations.  
*(Ongoing, ICLTC staff)*

- Conduct preliminary coordination with Inyo County departments, the City of Bishop, emergency response agencies, and regional partners to discuss evacuation challenges, roadway vulnerabilities, and emergency access concerns. *(Ongoing, ICLTC staff)*
- Identify key agencies, Tribal Governments, and stakeholders to be engaged during formal plan development and advisory committee formation. *(Ongoing, ICLTC staff)*
- Review existing transportation, safety, and hazard planning documents, including the Inyo County Regional Transportation Plan, General Plan, Safety Element, and applicable hazard mitigation materials.
- Identify known evacuation routes, areas of limited roadway redundancy, and previously documented infrastructure vulnerabilities. *(Ongoing, ICLTC staff)*
- Monitor state and federal climate adaptation guidance, emergency preparedness initiatives, and transportation funding programs relevant to evacuation route resilience planning.
- Evaluate potential funding opportunities and planning requirements to inform plan scope, methodology, and future implementation readiness. *(Ongoing, ICLTC staff)*
- Refine project scope considerations, coordination needs, and data requirements to support consultant procurement and formal plan development in subsequent fiscal years. *(Q1-Q2, ICLTC staff)*
- Establish a coordination framework to support stakeholder advisory committee activities, public outreach, and technical analysis phases. *(Q1-Q2, ICLTC staff)*
- Prepare to initiate consultant procurement and advance formal plan development activities scheduled for FY 2026–2027 and beyond. *(Q1-Q2, ICLTC staff)*

**EXPECTED PRODUCTS (FY 2026/2027):**

- Project administration documentation, including meeting summaries, coordination records, progress reports, and correspondence related to plan development.
- Stakeholder Advisory Committee materials, including agendas, meeting summaries, and documentation of agency, Tribal, and emergency responder input incorporated into the Plan.
- Public outreach documentation, including workshop materials, meeting summaries, and records of community input regarding evacuation routes, access concerns, and climate vulnerabilities.
- Inventory and mapping of primary and secondary evacuation routes serving communities throughout Inyo County, including jurisdictional responsibilities and known constraints.
- Technical analysis documenting climate-related vulnerabilities affecting evacuation routes, including exposure to wildfire, flooding, debris flows, extreme weather, and other hazards.
- Climate Adaptation–focused Capital Improvement Plan identifying and prioritizing transportation infrastructure improvements over a five-year implementation period.
- Conceptual improvement strategies and planning-level design materials (up to approximately 30 percent), as applicable, to support project prioritization and future funding applications.

- Draft Inyo County Evacuation Route Resilience Plan circulated for public, agency, and Tribal review, including documentation of comments received.
- Final Inyo County Evacuation Route Resilience Plan incorporating public and agency input and suitable for adoption by the ICLTC and coordination with the Inyo County Safety Element update.
- Presentation materials supporting review and adoption of the Final Plan by the ICLTC and other governing bodies, as appropriate.

**ESTIMATE BENCHMARKS:** Work activities under this element will be ongoing throughout FY 2026–2027 unless otherwise noted. Key milestones include:

- Project administration, coordination, invoicing, and quarterly reporting in accordance with Caltrans grant requirements (*Q1–Q4*).
- Stakeholder Advisory Committee coordination, including meetings to review existing conditions, evacuation route inventory, and draft recommendations (*Q1–Q3*).
- Public outreach and engagement, including bilingual surveys, interactive GIS mapping, and public workshops or pop-up events (*Q1–Q3*).
- Existing conditions and evacuation route inventory, including identification of roadway vulnerabilities and communities with limited access (*Q1–Q2*).
- Development of a Climate Adaptation Capital Improvement Plan (CIPCA) with prioritized projects, planning-level cost estimates, and potential funding sources (*Q2–Q4*).
- Conceptual improvement strategies (up to approximately 30 percent design), where appropriate, to support project readiness (*Q3–Q4*).
- Preparation and circulation of the Draft Evacuation Route Resilience Plan for agency, Tribal, and public review (*Q4*).

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 400.5</b>	
Caltrans STPG	\$197,422
LTF Funds 11.47% match	\$25,578
<b>TOTAL</b>	<b>\$223,000</b>

## WORK ELEMENT 800.2 Safe Streets and Roads For All (SS4A)

**PURPOSE:** This work element supports development of a countywide Comprehensive Safety Action Plan (SAC). The study area includes all County-owned roadways within Inyo County, encompassing over 1,095 miles of roadway across rural and frontier communities including Bishop, Big Pine, Independence, Lone Pine, Tecopa, Shoshone, and unincorporated areas. The County will implement a robust public engagement strategy tailored to rural and underserved populations, including public workshops, online surveys, Tribal consultations, and outreach through schools, senior centers, and local agencies. Stakeholder input will inform identification of problem areas and preferred safety strategies. The Plan will review local design standards, development policies, and maintenance procedures to identify opportunities to institutionalize safety improvements.

The Action Plan will identify and prioritize a set of infrastructure and behavioral strategies to reduce fatalities and serious injuries, focusing on: 1) Low-cost, high-impact treatments (e.g., high-friction surface treatments, curve warning signs, enhanced striping); 2) Pedestrian and bicyclist safety near schools, senior centers, and commercial areas; 3) Education and enforcement partnerships to reduce DUI and speed-related crashes; and 4) Enhanced warning signage. Each activity will be evaluated using pre- and post-implementation data, and progress will be tracked through annual reports published on the County's website and shared out to key stakeholder groups to inform a model of continuous improvement.

### **TASK ELEMENTS (FY 2026/2027):**

- Execute the SS4A agreement and confirm grant requirements, reporting expectations, and project administration procedures. *(Q1, ICLTC staff)*
- Establish internal grant management, documentation, and tracking processes consistent with the executed grant agreement. *(Q1-Q4,, ICLTC staff)*
- Monitor project scope, budget, and schedule to ensure compliance with grant conditions and administrative cost limitations.  
*(Ongoing, ICLTC staff)*
- Identify key agencies, Tribal Governments, and stakeholders to be engaged during formal plan development and advisory committee formation.  
*(Ongoing, ICLTC staff)*
- Review existing transportation, safety, and hazard planning documents, including the Inyo County Regional Transportation Plan, General Plan, Safety Element, Circulation Elements, Local Road Safety Plan, Active Transportation Plan.

**SS4A Comprehensive Safety Action Plan *DRAFT* Scope of Work –**  
*This grant was recently awarded in late December 2025. The following is an outline of the anticipated scope of work.*

Task 1 – Project Management and Coordination

Conduct a project kickoff meeting; prepare a detailed work plan and schedule; establish communication and quality-control protocols; facilitate regular coordination meetings; and provide monthly progress reports.

Deliverables:

- Project Management Plan
- Detailed schedule
- Monthly progress reports
- Meeting summaries

#### Task 2 – Leadership Commitment and Safety Vision

Support the County in Documenting leadership commitment to roadway safety and developing a safety vision, goals, and performance targets consistent with the Safe System Approach.

Deliverables:

- Vision and goals memorandum
- Draft policy or resolution language (if requested)

#### Task 3 – Stakeholder and Tribal Coordination

Establish and facilitate a Steering Committee including County departments, law enforcement, emergency services, Tribal representatives, transit providers, schools, and community organizations.

Deliverables:

- Stakeholder roster
- Meeting agendas and materials

#### Task 4 – Data Collection and Safety Analysis

Compile and analyze crash data (minimum 2018–2022), build upon the 2022 Local Roadway Safety Plan, identify crash trends and contributing factors, and develop a High-Injury Network appropriate for rural conditions.

Deliverables:

- Safety analysis memorandum
- HIN maps and GIS files
- Baseline safety metrics

#### Task 5 – Equity and Underserved Communities Analysis

Identify underserved and disadvantaged communities, evaluate disparities in crash risk and outcomes, and integrate equity considerations into prioritization and recommendations, including coordination with Tribal governments.

Deliverables:

- Public engagement plan
- Outreach materials



- Engagement summary report

#### Task 6 – Public Engagement

Design and implement an inclusive, rural-appropriate public engagement strategy including public workshops, online surveys, targeted outreach, and Tribal consultation meetings.

Deliverables:

- Safety strategy and countermeasure toolbox
- Strategy evaluation matrix

#### Task 7 – Safety Strategies and Countermeasures

Develop a toolbox of evidence-based, context-sensitive safety strategies emphasizing low-cost, high-impact rural countermeasures appropriate for rural and frontier conditions.

Deliverables:

- Safety strategy and countermeasure toolbox
- Strategy evaluation matrix

#### Task 8 – Project Identification and Prioritization

Develop and prioritize infrastructure, policy, and programmatic actions, including concept level cost ranges and implementation considerations.

Deliverables:

- Prioritized Action List
- Project summary sheets

#### Task 9 – Policy and Process Recommendations

Review County policies, standards, and procedures and identify opportunities to institutionalize safety improvements.

Deliverables:

- Policy and process recommendations memorandum

#### Task 10 – Draft and Final Action Plan

Prepare Draft and Final Comprehensive Safety Action Plans, including executive summary, implementation tracking framework, and presentation materials to support adoption.

Deliverables:

- Draft Action Plan
- Final Action Plan
- Executive summary
- Presentation materials
- Monitoring framework

**EXPECTED PRODUCTS (FY 2026/2027):**

- Project administration documentation, including meeting summaries, coordination records, progress reports, and correspondence related to plan development.
- Steering Committee materials, including agendas, meeting summaries, and documentation of agency, Tribal input incorporated into the documentation.
- Public outreach documentation, including workshop materials, meeting summaries, and records of community input regarding serious and fatal injury crash trends and contributing factors.

**ESTIMATE BENCHMARKS:** Work activities under this element will be ongoing throughout FY 2026–2027 unless otherwise noted. Key milestones include:

- Project administration, coordination, invoicing, and quarterly reporting in accordance with Caltrans grant requirements *(Q1–Q4)*.
- Steering Committee coordination, including meetings to review existing conditions, high injury network inventory, and draft recommendations *(Q1–Q4)*.
- Public outreach and engagement, including bilingual surveys, interactive GIS mapping, and public workshops or pop-up events *(Q1–Q4)*.

**ESTIMATED COMPLETION DATE:** June 2028

**FUNDING:**

<b>BUDGET FOR WE 800.2</b>	
Federal SS4A	\$195,398
LTF Funds 11.47% match	\$48,850
<b>TOTAL</b>	<b>\$244,248</b>

## 2026/2027 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE						TOTAL
Number	Description	RPA	RPA-Carry Over Estimate	RMRA SB1 Competitive	SS4A	LTF Estimate	PPM	
100.1	Compliance and Oversight	\$70,000	\$28,000					\$98,000
110.1	Overall Work Program	\$20,000						\$20,000
200.1	Regional Transportation Improvement Program	\$5,000						\$5,000
300.1	Administer Transit					\$100,000		\$100,000
310.1	Coordinate Transit Services					\$10,000		\$10,000
400.1	Project Development & Monitoring	\$75,000	\$50,000					\$125,000
400.2	Development of Grant Proposals	\$50,000						\$50,000
500.1	Regional Transportation Coordination & Regional Planning	\$10,000						\$10,000
510.1	Regional Transportation Plan	\$50,000						\$50,000
600.1	PMP/GIS	\$35,500						\$35,500
700.1	Planning, Programming, & Monitoring						\$150,000	\$150,000
800.1	Inyo County Evacuation Route Resilience Plan			\$197,422		\$25,578		\$223,000
800.2	SS4A				\$195,398	\$48,850		\$244,248
	TOTALS	\$315,500	\$78,000	\$197,422	\$195,398	\$184,428	\$150,000	\$1,120,748

FY2024/2025 & FY2025/2026 PPM Funding will be expended during FY2026-2027

## GLOSSARY OF TERMS AND ACRONYMS

**Active Transportation Plan:** Identifies a network of pedestrian and bicycle facilities and projects to support pedestrian and bicycle safety for people of all ages and abilities. Specifically, the Active Transportation Plan aims to:

- Identify barriers and innovative solutions to encourage walking and bicycling as viable travel modes effectively build on recently completed and current active transportation planning efforts
- Develop walking/bicycling networks supportive of existing and future land uses and projects.
- Develop a clearly defined implementation strategy with specific, creative, yet practical and financially feasible projects matched to specific funding opportunities.

**Active Transportation Program (ATP):** Created in 2013 by the passage of SB99 and AB 101, The Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

**Airport Land Use Commission (ALUC):** The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is “..to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

**Allocation:** A distribution of funds by formula or agreement. Regarding Transportation Development Act funds, allocations is the discretionary action by the RTPA which designates funds for a specific claimant for a specific purpose.

**Apportionment:** Distribution of funds by a formula. Apportionment under the Transportation Development Act is the determination by the RTPA of each area’s share of anticipated LTF for the ensuing fiscal year.

**California Environmental Quality Act (CEQA):** A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

**Capital Improvement Program (CIP) or Capital Improvement Plan:** A short-range plan, which identifies capital projects and equipment purchases, providing a planning schedule, and identifies options for financing the plan.

**Congestion Mitigation and Air Quality (CMAQ):** A federal funding program that is available in certain counties for transportation projects that demonstrate emission reductions to help attain federal air quality standards. Project categories eligible for CMAQ funding include:

- Alternative fuels and vehicles
- Congestion reduction and traffic flow improvements
- Transit improvements
- Bicycle and pedestrian facilities
- Public education and outreach
- Diesel engine retrofits
- Carpooling and van pooling

Projects are submitted by local jurisdictions for consideration and are ranked based upon air quality benefits and project readiness. RTPA's then rank and choose projects to be funded.

**Corridor System Management Plan (CSMP):** Foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along a corridor is provided in the most efficient and effective manner possible.

**FAST Act (Fixing America's Surface Transportation Act):** A federal law enacted in 2015 that continued and expanded surface transportation funding and policies, providing long-term stability for highways, transit, rail, and safety programs while reinforcing performance management, freight planning, and project delivery reforms.

**Federal Highway Administration (FHWA):** An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned land (Federal Lands).

**Federal Transit Administration (FTA):** A federal agency that provides financial and technical assistance to local public transit system, including buses, subways, light rail, commuter rail, trolleys, and ferries.

**Fixing America's Surface Transportation (FAST) Act:** A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

**FTA Section 5310:** This program set forth in United States Code (U.S.C.) Title 49 Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

**FTA Section 5311:** This program set forth in United States (U.S.C.) Title 49 Section 5311 provides grants for Rural Areas providing capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

**Interregional Transportation Improvement Program (ITIP):** The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the Caltrans and is submitted to the California Transportation Commission (CTC) for approval.

**Infrastructure Investment and Jobs Act (IIJA):** A federal law enacted in 2021 that provides long-term funding for transportation, water, energy, broadband, and other infrastructure improvements across the United States. The Act authorizes programs and grants to support highway safety, public transit, resilience, and equity focused investments, and is commonly referred to as the Bipartisan Infrastructure Law.

**Justice40 Goals:** A federal initiative that aims to ensure at least 40 percent of the overall benefits from certain federal investments (such as transportation, climate, clean energy, water, and housing) are directed to disadvantaged communities. The goals are intended to advance equity by reducing environmental, health, and economic burdens and expanding access to opportunities in historically underserved and overburdened areas.

**Level of Service (LOS):** A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like speed, density, etc. North American highway LOS standards use letters A through F, with A being the best and F being the worst, like academic grading.

**Local Transportation Fund (LTF):** The LTF is derived from a ¼-cent general sales tax collected statewide. The State of Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each country's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

**MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act):** A federal surface transportation law enacted in 2012 that reauthorized highway and transit programs, streamlined project delivery, and emphasized performance-based planning and accountability for state and regional transportation agencies.

**Memorandum of Understanding (MOU):** An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

**Metropolitan Planning Organization (MPO):** MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

**Overall Work Program (OWP):** ICLTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

**Planning, Programming, and Monitoring (PPM):** PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- Regional Transportation Planning- including development and preparation of the regional transportation plan.
- Project Planning- includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies.
- Program Development- Includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects- includes project delivery, timely use of fund, and compliance with state law and CTC guidelines.

**Plans, Specifications, and Estimates (PS&E):** In this stage of project development, the scope of the selected alternative is refined; design surveys and photogrammetric mapping is obtained; and reports including traffic data, hydrology and hydraulics, geotechnical design, pavement design, and materials and sound wall design reports are completed. Final right-of-way requirements are determined, and procurement is initiated. At the completion of the PS&E stage, a complete set of project plans have been developed that will allow a competent contractor to bid and build the project. These plans include a refined estimate of the construction costs and any required specifications on how the work is to proceed.

**Project Approval and Environmental Documentation (PA/ED):** The PA/ED step of project development reinforces the philosophy of balancing transportation needs with community goals and values. Outputs of the ICLTC Final 2022/23 Overall Work Program are the project study report and environmental document.

**Project Initiation Document (PID):** A report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

**Project Study Report (PSR):** A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

**Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA):** PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period.

PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation, or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

**Regional Improvement Program (RIP):** The TIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second program, the Interregional Improvement Program receive 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

**Regional Surface Transportation Program (RSTP):** The RSTP was established by the State of California to utilize Federal Surface Transportation Program funds for a wide variety of transportation projects. The State exchanges these federal funds for less restrictive state funds to maximize the ability of local agencies to use the funds for transportation purposes including planning, construction of improvements, maintenance and operation of public streets, and pedestrian and bicycle projects.

**Regional Transportation Improvement Program (RTP):** The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short and long-term access and mobility needs of Inyo County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Inyo County.

**Regional Transportation Planning Agency (RTPA):** County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Inyo County, ICLTC coordinates transportation planning for Inyo County and the City of Bishop.

**Request for Proposal (RFP):** A document that solicits proposals, often made through a bidding process, by an agency or company interested in procurement of a commodity, service, or asset, to potential suppliers to submit business proposals.

**Rural Counties Task Force (RCTF):** There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A staff member on behalf of the ICLTC attends these meetings. The CTC acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

**Rural Planning Assistance (RPA):** Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

**Social Services Transportation Advisory Council (SSTAC):** Consists of representatives of potential transit users including the public, seniors and/or disabled; social service providers for seniors,



disabled, and persons of limited means; and local consolidated transportation service agencies. The SSTAC meets at least once annually and has the following responsibilities:

- To maintain and improve transportation services to the residents of Inyo County, particularly the elderly and disabled.
- Review and recommend action to the ICLTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

**State Highway Operations and Protection Program (SHOPP):** The SHOPP is a four-year listing of projects prepared by Caltrans.

**State Transit Assistance (STA):** These funds are provided by the State for the development and support of public transportation needs. They are allocated in the State Controller's Office to each county based on population and transit performance.

**State Transportation Improvement Program (STIP):** The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program, and the Interregional Improvement Program.

**Transit Development Plan (TDP):** Transit Development Plans study the County's transit services. They help identify transit service needs, prioritize improvement, and determine the resources required for implementing modified or new services. The plans also provide a foundation for requests for State and Federal funding.

**Transportation Development Act (TDA):** The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of ICLTC's major responsibilities is the administration of TDA funding in Inyo County.

**Travel Demand Model (also Traffic Model):** A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on several assumptions. In general, travel analysis is performed to assist decision makers in making informed transportation planning decisions. The strength of modern travel demand forecasting is the ability to ask critical "what if" questions about proposed plans and policies.

**Vehicle Miles Traveled (VMT):** VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.

# **#7 FY23-24 Financial Audit Statements of the ICLTC**



Michael Errante  
Executive Director

# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



## STAFF REPORT

**MEETING:** February 18, 2025

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

**SUBJECT:** 2023-2024 Financial Audit of the Inyo County LTC

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### Recommended Action

No Action Needed. The Fiscal Audit is provided for the Commission's reference. This is a required annual audit and the LTC is complying with State audit requirements.

### Summary

Included in the Agenda package is a copy of the Inyo County LTC audit for Fiscal Year 2023-2024. This provides a general overview of the LTC's finances. The audit summarizes how Local Transportation Funds (LTF), Rural Planning Assistance, and Planning Programming and Monitoring funds were received as revenues and how those funds were expended. The audit also details those funds that flow through the LTC such as transit grants and Transportation Development Act funds allocated for transit-related purposes.

The audit report is required by State law. The LTC is in compliance with State statutes. However, certain Local Transportation Fund revenues were not recorded in the correct period. As a result, the Auditor determined that a Material Weakness regarding revenue recognition occurred during the fiscal year. An adjustment of approximately \$95,000 to revenues was required to correct the errors. ICLTC staff will work with the County Auditing staff during accrual periods to ensure that the LTF revenues are recorded in the correct fiscal year to reconcile with the State Controller's Office accounting schedule.



December 1, 2025

To the Board of Commissioners  
Inyo County Local Transportation Commission  
Independence, California

We have audited the financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of the Inyo County Local Transportation Commission (the Commission) for the year ended June 30, 2024. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter previously provided to you. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

*Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2024. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. We are not aware of any significant estimates for the fiscal year ended June, 30, 2024:

The financial statement disclosures are neutral, consistent, and clear.

*Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. The attached material misstatements detected as a result of audit procedures were corrected by management.

*Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

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

tel 559.299.9540

fax 559.299.2344

### *Management Representations*

We have requested certain representations from management that are included in the management representation letter.

### *Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the Commission’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

### *Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Commission’s auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

In our audit engagement letter previously provided to you, we communicated the following significant risks of material misstatement (significant risks) as part of our audit planning:

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

During the course of the audit, we identified additional significant risks:

- Improper recognition of State revenues

These risks were addressed within our audit procedures and any findings related to these risks have been noted in our report dated December 1, 2025

### Other Matters

We applied certain limited procedures to the budgetary comparison information, which is required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Combining Statement of the Private Purpose Trust Funds, the Budget and Actual by Funding Source – Planning Fund Statement, the Schedule of Allocations and Expenditures – Local Transportation Fund, and the Schedule of Allocations and Expenditures – State Transit Assistance Fund (the supplementary information), which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

### Restriction on Use

This information is intended solely for the information and use of Board of Commissioners and management of the Commission and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

*Price Pange & Company*

**Client:** INYO, COUNTY OF - LOCAL TRANSPORTATION COMMISSION  
**Engagement:** 6-30-2024 LTC Audit  
**Current Period:** 06/30/2024  
**Workpaper:** AJE Report

Account	Description	Workpaper Reference	Debit	Credit	Net Income Effect	Workpaper ID
<b>AJE01</b>		<b>RE200</b>				
To correct current year revenue and post prior period adjustment for understatement of prior year revenues						
5432-03-504604-4061	LOCAL TRANS TAX		64,746.00	0.00		
5432-03-504604-3000	FUND BAL AVAIL		0.00	17,162.00		
5432-03-504604-3001	Prior Period Adjustment (PPC Account)		0.00	47,584.00		
<b>Total</b>			<b>64,746.00</b>	<b>64,746.00</b>	<b>0.00</b>	
<b>AJE02</b>		<b>D200</b>				
To correct accounts receivables entry.						
5440-03-504605-4479	STATE SUBVENTION		46,386.76	0.00		
5440-03-504605-1105	DUE FR OTHER GOV		0.00	46,386.76		
<b>Total</b>			<b>46,386.76</b>	<b>46,386.76</b>	<b>(46,386.76)</b>	
<b>AJE03</b>		<b>RE300</b>				
To correct 1/4% sales tax revenue						
5423-03-504602-1100	ACCTS RECEIVABLE		108,941.00	0.00		
5423-03-504602-1105	DUE FR OTHER GOV		0.00	147,184.12		
5423-03-504602-4061	LOCAL TRANS TAX		38,243.12	0.00		
<b>Total</b>			<b>147,184.12</b>	<b>147,184.12</b>	<b>0.00</b>	
<b>AJE05</b>		<b>M100</b>				
To remove unavailable revenue from fiduciary funds						
5432-03-504604-2200	DEFERRED REVENUE		59,600.00	0.00		
5432-03-504604-4061	LOCAL TRANS TAX		0.00	59,600.00		
<b>Total</b>			<b>59,600.00</b>	<b>59,600.00</b>	<b>0.00</b>	

# **Inyo County Local Transportation Commission | Independence, CA**

Financial Statements

For the Year Ended June 30, 2024



**PRICE PAIGE & COMPANY**  
*Certified Public Accountants*

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## **INDEPENDENT AUDITOR'S REPORT**

To the Board of Commissioners  
Inyo County Local Transportation Commission  
Independence, California

### **Report on the Audit of the Financial Statements**

#### ***Opinions***

We have audited the accompanying financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of the Inyo County Local Transportation Commission (the Commission), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the Planning Fund, and the aggregate remaining fund information of the Commission, as of June 30, 2024, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinions***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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Clovis, CA 93611

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

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Management has omitted the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information. Accounting principles generally accepted in the United States of America require that the budgetary comparison information as listed in the table of contents to be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The accompanying combining and individual nonmajor fund financial statements and schedules (supplementary information) as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 1, 2025, on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Commission's internal control over financial reporting and compliance.

*Price Pange & Company*

Clovis, California

December 1, 2025

## **BASIC FINANCIAL STATEMENTS**

## GOVERNMENT-WIDE FINANCIAL STATEMENTS

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

## Statement of Net Position

---

	Governmental Activities
<b>ASSETS</b>	
Cash and investments	\$ 836,436
Interest receivable	5,694
Due from other agencies:	
(STIP) Planning PPM	267,760
Capital assets, net of accumulated depreciation	<u>2,734</u>
 Total assets	 <u>1,112,624</u>
<b>LIABILITIES</b>	
Accounts payable	84,654
Salaries payable	4,622
Long-term liabilities:	
Compensated absences, due in more than one year	<u>12,514</u>
 Total liabilities	 <u>101,790</u>
<b>NET POSITION</b>	
Net investment in capital assets	2,734
Unrestricted	<u>1,008,100</u>
 Total net position	 <u><u>\$ 1,010,834</u></u>

The notes to the basic financial statements are an integral part of this statement.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

Statement of Activities

	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities
<u>Functions/Programs</u>					
Governmental activities:					
Transportation planning	\$ 662,314	\$ -	\$ 729,790	\$ -	\$ 67,476
Total governmental activities	<u>\$ 662,314</u>	<u>\$ -</u>	<u>\$ 729,790</u>	<u>\$ -</u>	<u>67,476</u>
General revenues:					
Unrestricted investment earnings					<u>5,706</u>
Total general revenues					<u>5,706</u>
Change in net position					73,182
Net position - beginning, as previously presented					972,751
Error correction (see footnote 7)					<u>(35,099)</u>
Net position - beginning, restated					<u>937,652</u>
Net position - ending					<u>\$ 1,010,834</u>

The notes to the basic financial statements are an integral part of this statement.



## FUND FINANCIAL STATEMENTS

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

Governmental Funds

Balance Sheet

---

	<u>Planning Fund</u>
<b>ASSETS</b>	
Cash and investments	\$ 836,436
Interest receivable	5,694
Due from other agencies: (STIP) Planning PPM	<u>267,760</u>
Total assets	<u><u>\$ 1,109,890</u></u>
<b>LIABILITIES</b>	
Accounts payable	\$ 84,654
Salaries payable	<u>4,622</u>
Total liabilities	<u>89,276</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>	
Unavailable revenue	<u>51,168</u>
<b>FUND BALANCE</b>	
Unassigned	<u>969,446</u>
Total fund balance	<u>969,446</u>
Total liabilities and fund balance	<u><u>\$ 1,109,890</u></u>

The notes to the basic financial statements are an integral part of this statement.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

## Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position

---

Fund balances - total governmental funds:	\$	969,446
---	----	---------

Amounts reported for governmental activities in the statement of net position are different because:

Capital assets net of accumulated depreciation used in governmental activities are not financial resources and, therefore, are not reported in the fund.	2,734
--	-------

Unavailable revenues represent amounts that are not available to fund current expenditures, and therefore, are not reported in the governmental funds.	51,168
--	--------

Long-term liabilities applicable to the Commission's governmental activities are not due and payable in the current period, and accordingly, are not reported as fund liabilities. All liabilities, both current and long-term, are reported in the statement of net position as follows:	
Compensated absences	<u>(12,514)</u>

Net position of governmental activities	\$	<u>1,010,834</u>
---	----	------------------

The notes to the basic financial statements are an integral part of this statement.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balance

---

	Planning Fund
<b>REVENUES</b>	
Local Transportation Funds	\$ 143,242
Rural planning assistance	190,045
STIP Planning (PPM)	332,842
State Parks Grant (NEPA)	12,493
Interest	<u>5,706</u>
 Total revenues	 <u>684,328</u>
<b>EXPENDITURES</b>	
Planning and administration	<u>655,668</u>
 Total expenditures	 <u>655,668</u>
 Change in fund balance	 28,660
 Fund balance - beginning, as previously presented	 975,885
 Error correction (see footnote 7)	 <u>(35,099)</u>
 Fund balance - beginning, restated	 <u>940,786</u>
 Fund balance - ending	 <u>\$ 969,446</u>

The notes to the basic financial statements are an integral part of this statement.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

Reconciliation of the Governmental Funds Statement of Revenues, Expenditures, and

Changes in Fund Balance to the Government-Wide Statement of Activities

---

Net change in fund balances - total governmental funds	\$	28,660
Amounts reported for governmental activities in the statement of activities are different because:		
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the governmental funds.		51,168
Depreciation expense on capital assets is reported on the government-wide statement of activities, but it does not require the use of current financial resources; therefore, depreciation expense is not reported as an expenditure in the governmental funds		(5,467)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		
Change in compensated absences		<u>(1,179)</u>
Change in net position of governmental activities	\$	<u><u>73,182</u></u>

The notes to the basic financial statements are an integral part of this statement.

INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024  
 Fiduciary Funds  
 Statement of Net Position

	Private Purpose Trust Funds
<b>ASSETS</b>	
Cash and investments	\$ 826,118
Due from other governments	172,711
Interest receivable	<u>7,330</u>
Total assets	<u>1,006,159</u>
<b>LIABILITIES</b>	
Total liabilities	<u>-</u>
<b>NET POSITION</b>	
Restricted for:	
Other governments	<u>1,006,159</u>
Total net position	<u>\$ 1,006,159</u>

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

Fiduciary Funds

Statement of Changes in Net Position

---

	Private Purpose Trust Funds
<b>ADDITIONS</b>	
Sales taxes	\$ 1,573,485
Investment earnings	<u>(52,225)</u>
Total additions	<u>1,521,260</u>
<b>DEDUCTIONS</b>	
Grant expenses	17,787
Allocations:	
Planning and administration	61,465
Transit operations	1,312,939
Other agencies	<u>254,054</u>
Total deductions	<u>1,646,245</u>
Net increase (decrease) in fiduciary net position	(124,985)
Net position - beginning, as previously presented	1,083,560
Error correction (see footnote 7)	<u>47,584</u>
Net Position - beginning, restated	<u>1,131,144</u>
Net position - ending	<u><u>\$ 1,006,159</u></u>

The notes to the basic financial statements are an integral part of this statement.

## NOTES TO THE BASIC FINANCIAL STATEMENTS



**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The basic financial statements of the Inyo County Local Transportation Commission are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP). The Commission's reporting entity applies all relevant Governmental Accounting Standards Board (GASB) pronouncements.

**A. Reporting Entity**

The Inyo County Local Transportation Commission (the Commission), the regional transportation planning agency for the County of Inyo, was created pursuant to Title 3 of Government Code Section 29535. The Commission is responsible for transportation planning activities as well as administration of the Local Transportation Fund and the State Transit Assistance Fund. It is comprised of three members appointed by the Bishop City Council and three members appointed by the Inyo County Board of Supervisors. The Commission does not exercise control over any other governmental agency of authority and no governmental agency exercises control over it. Criteria used in determining the reportable entity was based on control or dependence determined on the basis of budget adoption, funding and appointment of the respective governing board.

The Inyo County Local Transportation Commission receives monies from the state of California and allocates those monies for the planning, management, and operation of public transportation systems within the County of Inyo. The Commission also has the authority to allocate monies for other transportation-related activities including pedestrian and bicycle and street and road projects.

**B. Basis of Presentation**

*Government-Wide Statements:* The Statement of Net Position and the Statement of Changes in Net Position report information on all of the governmental activities of the Commission. These statements distinguish between governmental and business-type activities of the Commission. Governmental activities, which are supported by taxes and intergovernmental revenues, are reported separately from business-type activities (formerly known as enterprise funds), which rely to an extent on charges and fees from the public for support. The Commission had no business-type activities to report during the year.

The Statement of Activities demonstrates the degree to which the program expenses of a given governmental function are offset by program revenues. Program expenses include direct expenses which are clearly identifiable with a specific function and allocated indirect expenses. Program revenues include charges paid by recipients of goods or services offered by the programs and grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Taxes and other items, which are properly not included among program revenues, are reported instead as general revenues.

*Fund Financial Statements:* The fund financial statements provide information about the Commission's funds. The emphasis of fund financial statements is on major governmental funds, each displayed in a separate column. Any remaining governmental funds are aggregated and reported as nonmajor funds.

---

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**B. Basis of Presentation** (Continued)

The Commission reports the following major governmental fund:

*Planning Fund* – The planning fund acts as the general fund for the Commission and all planning and administrative activities are accounted for in this fund.

The Commission did not have any non-major governmental funds for the year ended June 30, 2024.

The Commission reports the following fiduciary funds:

*Private Purpose Trust Fund* – used to account for the Local Transportation Funds, State Transit Assistance Funds, TEA Exchange Funds, Public Transportation Modernization, Improvement, and Service Enhancement Account Fund (PTMISEA), Transportation Security Grant Fund, LTF Bike & Pedestrian Fund, Low Carbon Transit Fund, and the SB1 State of Good Repair Fund held by the Commission in a trustee capacity.

**C. Basis of Accounting**

The government-wide and fiduciary financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred. Grants are recognized as revenue as soon as all eligibility requirements imposed by the grantor have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The Commission utilizes a sixty-day availability period for revenue recognition for governmental fund revenues.

Those revenues susceptible to accrual are sales taxes, intergovernmental revenues (grants), and interest revenues. Non-exchange transactions, in which the Commission gives (or receives) value without directly receiving (or giving) equal value in exchange include sales taxes, grants, entitlements and donations. On the modified accrual basis, revenues from sales taxes are recognized when the underlying transactions take place and the availability criteria have been met. Revenues from grants, entitlements and donations are recognized in the fiscal year in which all eligibility requirements have been satisfied.

A fund may report unearned or unavailable revenues on its balance sheet. Unavailable revenues arise when potential revenue does not meet the “measurable” and “available” criteria for recognition in the current period. Unearned revenues may arise when resources are received by the fund before it has a legal claim to them, as when grant monies are received prior to the incurrence of qualifying expenditures. In subsequent periods, when both revenue recognition criteria are met, or when the fund has a legal claim to the resources, the liability for unearned revenue is removed from the combined balance sheet and revenue is recognized.

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**D. Cash in County Treasury**

Cash is held by the Inyo County Treasurer in an investment pool. The County maintains a cash and investment pool in order to facilitate the management of cash. Cash in excess of current requirements is invested in various interest-bearing securities. Information regarding categorization and fair value of investments can be found in the County’s financial statements. The Treasurer’s investments and policies are overseen by the Inyo County Treasury Oversight Committee.

Governmental Accounting Standards Board Statement No. 40 requires additional disclosures about a government’s deposits and investments risks that include credit risk, custodial risk, concentration of risk and interest rate risk. The Commission did not have a deposit or investment policy that addresses specific types of risk.

Required risk disclosures for the Commission’s investment in the Inyo County Investment Pool at June 30, 2024 were as follows:

Credit Risk	Not Rated
Custodial Risk	Not Applicable
Concentration of Credit Risk	Not Applicable
Interest Rate Risk	661 Days Average Maturity

The fair value of the Commission’s investment in the Inyo County Investment Pool is determined on an amortized cost basis which approximates fair value.

**E. Due from Other Agencies**

Receivables consist of grants from other government agencies and sales tax revenues. Management believes its receivables to be fully collectible and accordingly no allowance for doubtful accounts is required.

**F. Capital Assets**

Capital assets, which include only equipment, are reported in the applicable governmental activities column in the government-wide financial statements. The assets are recorded at historical cost or estimated cost if historical cost is unavailable. Donated capital assets are recorded at estimated fair value at the date of donation. The Commission defines capital assets as assets with an initial individual cost of more than \$5,000 and an estimated useful life in excess of one year.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Capital assets are depreciated using the straight-line method over the following useful lives:

Equipment and Furniture	5 years
Computer Software	3 years

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**G. Insurance and Risk of Loss**

The Commission is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Commission participates in the County of Inyo's risk pool, which is governed by a joint powers' agreement. The County's risk pool has workers' compensation and liability insurance with a third-party insurer and is self-insured for property claims for the first \$100,000. The Commission has excess coverage for claims in excess of these amounts.

**H. Compensated Absences**

It is the Commission's policy to permit employees to accumulate a limited amount of earned but unused vacation and personal leave, which will be paid to employees upon separation from Commission service.

**I. Use of Estimates**

The preparation of the financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amount of revenue and expenses during the reporting period. Actual results could differ from these estimates.

**J. Net Position**

The government-wide financial statements utilize a net position presentation. Net position is categorized as invested capital assets (net of related debt), restricted and unrestricted.

*Net Investment in Capital Assets* – This category groups all capital assets, including infrastructure, into one component of net assets. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce the balance in this category.

*Restricted Net Position* – This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation. The Commission did not have any restricted net position.

*Unrestricted Net Position* – This category represents net position of the Commission that does not meet the definition of the two preceding categories.

When both restricted and unrestricted net positions are available, unrestricted resources are used only after the restricted resources are depleted.

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

**K. Fund Balances**

In the fund financial statements, in accordance with GASB Statement No. 54, governmental funds report fund balance as nonspendable, restricted, committed, assigned or unassigned based primarily on the extent to which the County is bound to honor constraints on how specific amounts can be spent.

*Nonspendable fund balance* – amounts that cannot be spent because they are either not spendable in form or legally or contractually required to remain intact.

*Restricted fund balance* – amounts with constraints placed on their use by those external to the Commission, including creditors, grantors, contributors, or laws and regulations of other governments. It also includes constraints imposed by law through constitutional provisions or enabling legislation.

*Committed fund balance* – amounts that can only be used for specific purposes determined by formal action of the Commission's highest level of decision-making authority (the Commission's Board) and that remain binding unless removed in the same manner. The underlying action that imposed the limitation needs to occur no later than the close of the reporting period.

*Assigned fund balance* – amounts that are constrained by the Commission's intent to be used for specific purposes. The intent can be established at either the highest level of decision making or by a body or an official designated for that purpose.

*Unassigned fund balance* – the residual classification that includes amounts not contained in the other classifications.

The Commission's Board establishes, modifies or rescinds fund balance commitments by passage of a resolution. In circumstances when an expenditure is made for a purpose for which amounts are available in multiple fund balance classifications, fund balance is generally depleted in the order of restricted, committed, assigned, and unassigned.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**  
Notes to the Basic Financial Statements

**NOTE 2 – CAPITAL ASSETS**

The following is a summary of capital assets for the year end June 30, 2024:

	Balance July 1, 2023 Restated	Additions	Deletions	Transfers & Adjustments	Balance June 30, 2024
Capital assets being depreciated:					
Machinery and equipment	\$ 192,673	\$ -	\$ -	\$ (17,095)	\$ 175,578
Total capital assets being depreciated	192,673	-	-	(17,095)	175,578
Less accumulated depreciation for:					
Machinery and equipment	(184,472)	(5,467)	-	17,095	(172,844)
Total accumulated depreciation	(184,472)	(5,467)	-	17,095	(172,844)
Total capital assets being depreciated, net	8,201	(5,467)	-	-	2,734
Total capital assets, net	\$ 8,201	\$ (5,467)	\$ -	\$ -	\$ 2,734

Depreciation expense was charged to the Transportation Planning function for \$5,467.

**NOTE 3 – LONG-TERM LIABILITIES**

The following is a summary of long-term liability transactions for the year end June 30, 2024:

	Balance July 1, 2023	Additions	Retirements	Balance June 30, 2024	Amount Due Within One Year
Governmental activities:					
Compensated absences	\$ 11,335	\$ 11,092	\$ (9,913)	\$ 12,514	\$ -

**NOTE 4 – RELATED PARTY TRANSACTIONS**

The County of Inyo personnel provide management, planning and administration services to the Commission. The County also provides engineering and planning services. During the fiscal year ended June 30, 2024, the Commission had the following expenditures associated with the County of Inyo, a related party, for the following amounts:

Payroll costs	\$ 232,734
Copier charges	1,193
County cost plan	38,782
County counsel	189
IS charges	6,005
Insurance (worker's comp and liability)	12,311
Building and maintenance	314
Public works services	<u>5,046</u>
Total related party transactions	<u>\$ 296,574</u>

**NOTE 5 – PTMISEA**

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the state as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.

During the fiscal year ended June 30, 2024, the commission did not receive any additional funding from the state's PTMISEA account. As of June 30, 2024, PTMISEA funds received and expended were verified in the course of our audit as follows:

Balance at beginning of fiscal year, as previously presented	\$ 8,216
Proceeds received:	
Investment earnings	<u>(7,925)</u>
Unexpended proceeds - June 30, 2024	<u>\$ 291</u>

Funds will be passed through to Eastern Sierra Transit Authority for capital projects identified by ESTA such as support vehicles as well as scheduling and dispatch software. Qualifying expenditures must be encumbered within three years from the date of the allocation and expended within three years from the date of the encumbrance.

**NOTE 6 – COMMITMENT**

The Sustainable Transportation Planning Grant (STPG) for \$201,500 awarded to the Commission has certain commitments associated with it. The Commission will develop a plan to outline a path forward to install effective and equitable EV charging infrastructure throughout the County of Inyo, California (the County) and to electrify the county-owned vehicle fleet by gathering data, evaluating the physical and financial feasibility of expanding the charging network within the County, and conducting a site analysis for EV charging locations. There will be an emphasis on County-operated properties. The plan will also provide a high-level analysis of hydrogen fueling feasibility in the County.

**NOTE 7 – RESTATEMENT OF BEGINNING FUND BALANCE/NET POSITIONS**

During the year ended June 30, 2024, various adjustments to opening fund balance/net positions were identified and corrected. A summary of the prior period adjustments are noted below.

		Governmental Funds	Private Purpose Trust Fund
	Governmental Activities	Planning Fund	State Transit Assistance
Fund balance/net position, June 30, 2023, as previously reported	\$ 972,751	\$ 975,885	\$ 86,777
Error correction:			
Overstatement of prior year investment income	(35,099)	(35,099)	-
Understatement of prior year revenue	-	-	47,584
Total error correction	(35,099)	(35,099)	47,584
Fund balance/net position, June 30, 2024, as restated	\$ 937,652	\$ 940,786	\$ 134,361



## **REQUIRED SUPPLEMENTARY INFORMATION**

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

## Budgetary Comparison Schedule

## Planning Fund

	Original Budget	Final Budget	Actual	Variance with Final Budget
<b>REVENUES</b>				
Local Transportation Funds	\$ 130,829	\$ 130,829	\$ 143,242	\$ 12,413
Rural planning assistance	230,000	230,000	190,045	(39,955)
STIP planning (PPM)	163,554	157,000	332,842	175,842
State Parks Grant (NEPA)	15,000	25,000	12,493	(12,507)
Interest	5,000	12,322	5,706	(6,616)
Total revenues	544,383	555,151	684,328	129,177
<b>EXPENDITURES</b>				
Planning and administration	544,279	770,438	655,668	114,770
Total expenditures	544,279	770,438	655,668	114,770
Change in fund balance	\$ 104	\$ (215,287)	28,660	\$ 243,947
Net position - beginning, as previously presented			975,885	
Error correction (see footnote 7)			(35,099)	
Net position - beginning, restated			940,786	
Fund balance - ending			\$ 969,446	

**NOTE 1 – BUDGETARY ACCOUNTING**

The Commission annually adopts a budget through the preparation of an overall work program. This work program describes the projects, or work elements, that are to be funded, and the type of funds that will pay for the expenditures, such as Rural Planning Assistance, Local Transportation, or State Transportation Improvement Program (STIP). The work program, in draft form, is prepared by Commission staff, submitted and approved by the Commission, and submitted to the State of California, Department of Transportation (CALTRANS) before June 30. CALTRANS, as the grantor of Rural Planning Assistance and uses STIP funds, approves the work program, which then becomes the budget for the operating fund of the Commission.

Additional sources and uses of revenue not included in the Commission's overall work program are incorporated to compute the Commission's budget that reflects all anticipated activities for the year.

Budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America. Budget amendments are made periodically to reflect unanticipated changes in revenues and expenditures. Appropriations lapse at fiscal year-end, except for items already encumbered.

**NOTE 2 –EXCESS EXPENDITURES OVER APPROPRIATIONS**

As of June 30, 2024, there were no expenditure categories that exceed appropriations.

## **SUPPLEMENTARY INFORMATION**

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

Private Purpose Trust Funds

Combining Statement of Fiduciary Net Position

(With Comparative Totals as of June 30, 2023)

	Local Transportation Fund	State Transit Assistance	TEA Exchange Fund	PTMISEA Fund	Transport Security Grant
<b>ASSETS</b>					
Cash and investments	\$ 559,017	\$ 54,422	\$ 102	\$ 289	\$ 1
Due from other governments	104,867	59,600	-	-	-
Interest receivable	5,536	482	1	2	-
Total assets	669,420	114,504	103	291	1
<b>LIABILITIES</b>					
Total liabilities	-	-	-	-	-
<b>NET POSITION</b>					
Restricted for:					
Other governments	669,420	114,504	103	291	1
Total net position	\$ 669,420	\$ 114,504	\$ 103	\$ 291	\$ 1

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

Private Purpose Trust Funds

Combining Statement of Fiduciary Net Position (Continued)

(With Comparative Totals as of June 30, 2023)

	LTF Bike & Pedestrian	Low Carbon Transit	SB1 State of Good Repairs	Totals	
				2024	2023
<b>ASSETS</b>					
Cash and investments	\$ 205,804	\$ 132	\$ 6,351	\$ 826,118	\$ 955,588
Due from other governments	-	-	8,244	172,711	123,279
Interest receivable	1,251	1	57	7,330	4,695
Total assets	207,055	133	14,652	1,006,159	1,083,562
<b>LIABILITIES</b>					
Total liabilities	-	-	-	-	-
<b>NET POSITION</b>					
Restricted for:					
Other governments	207,055	133	14,652	1,006,159	1,083,562
Total net position	\$ 207,055	\$ 133	\$ 14,652	\$ 1,006,159	\$ 1,083,562

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

Private Purpose Trust Funds

Combining Statement of Changes in Fiduciary Net Position

(With Comparative Totals as of June 30, 2023)

	Local Transportation Fund	State Transit Assistance	TEA Exchange Funds	PTMISEA Fund	Transport Security Grant
<b>ADDITIONS</b>					
Sales taxes	\$ 1,299,904	\$ 220,655	\$ -	\$ -	\$ -
Other revenue	-	-	-	-	-
Investment earnings	(23,110)	(14,711)	(555)	(7,925)	-
Total additions	<u>1,276,794</u>	<u>205,944</u>	<u>(555)</u>	<u>(7,925)</u>	<u>-</u>
<b>DEDUCTIONS</b>					
Grant expenses	-	-	17,787	-	-
Allocations:					
Planning and administration	61,465	-	-	-	-
Transit operations	1,312,939	-	-	-	-
Other agencies	-	225,801	-	-	-
Total deductions	<u>1,374,404</u>	<u>225,801</u>	<u>17,787</u>	<u>-</u>	<u>-</u>
Net increase (decrease) in fiduciary net position	(97,610)	(19,857)	(18,342)	(7,925)	-
Net position - beginning, as previously presented	<u>767,030</u>	<u>86,777</u>	<u>18,445</u>	<u>8,216</u>	<u>1</u>
Error correction (see footnote 7)	-	47,584	-	-	-
Net position - beginning, restated	<u>767,030</u>	<u>134,361</u>	<u>18,445</u>	<u>8,216</u>	<u>1</u>
Net position - ending	<u>\$ 669,420</u>	<u>\$ 114,504</u>	<u>\$ 103</u>	<u>\$ 291</u>	<u>\$ 1</u>

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | JUNE 30, 2024**

Private Purpose Trust Funds

Combining Statement of Changes in Fiduciary Net Position (Continued)

(With Comparative Totals as of June 30, 2023)

	LTF Bike & Pedestrian	Low Carbon Transit	SB1 State of Good Repairs	Totals	
				2024	2023
<b>ADDITIONS</b>					
Sales taxes	\$ 21,424	\$ -	\$ 31,502	\$ 1,573,485	\$ 1,435,053
Other revenue	-	-	-	-	54,838
Investment earnings	(5,406)	(6)	(512)	(52,225)	21,844
Total additions	16,018	(6)	30,990	1,521,260	1,511,735
<b>DEDUCTIONS</b>					
Grant expenses	-	-	-	17,787	-
Allocations:					
Planning and administration	-	-	-	61,465	51,806
Transit operations	-	-	-	1,312,939	1,228,608
Other agencies	-	-	28,253	254,054	459,967
Total deductions	-	-	28,253	1,646,245	1,740,381
Net increase (decrease) in fiduciary net position	16,018	(6)	2,737	(124,985)	(228,646)
Net position - beginning, as previously presented	191,037	139	11,915	1,083,560	1,312,208
Error correction (see footnote 7)	-	-	-	47,584	-
Net Position - beginning, restated	191,037	139	11,915	1,131,144	1,312,208
Net position - ending	\$ 207,055	\$ 133	\$ 14,652	\$ 1,006,159	\$ 1,083,562



**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

## Planning Fund

## Statement of Revenues, Expenditures, and Changes in Fund Balance Budget and Actual by Funding Source

		Actual			
	Final Budget	Federal and State Funds	Local Transportation Funds	Total	Variance with Final Budget
REVENUES					
Allocations from LTF	\$ 130,829	\$ -	\$ 143,239	\$ 143,239	\$ 12,410
State and federal grants:					
STBG-RSTP Exchange	25,000	188,335	-	188,335	163,335
Rural Planning Assistance	230,000	236,432	-	236,432	6,432
STIP planning (PPM)	157,000	157,000	-	157,000	-
Interest income	12,322	48,251	-	48,251	35,929
Total revenues	555,151	630,018	143,239	773,257	218,106
EXPENDITURES					
100.1 Compliance and Oversight	90,000	90,000	-	90,000	-
110.1 Overall Work Program	15,000	7,113	-	7,113	7,887
200.1 Regional Transportation Improvement	10,000	10,000	-	10,000	-
300.1 Administer Transit	84,004	-	53,614	53,614	30,390
310.1 Coordinate Transit Services	10,000	-	7,852	7,852	2,148
400.1 Local Project Development and Monitoring	36,509	28,749	-	28,749	7,760
400.2 Grants Development	12,000	12,000	-	12,000	-
400.3 ECVINCP	-	3,406	-	3,406	(3,406)
400.4 Transportation Funding	2,000	664	-	664	1,336
500.1 Coordination and Regional Planning	25,000	25,000	-	25,000	-
510.1 Regional Transportation Plan	45,000	30,464	-	30,464	14,536
600.1 PMS/GIS	20,000	2,491	-	2,491	17,509
700.1 Planning, Programming and Monitoring	157,000	177,411	-	177,411	(20,411)
Unassigned Expenditures	263,925	206,901	-	206,901	57,024
Total expenditures	770,438	594,199	61,466	655,665	114,773
Change in fund balance	\$ (215,287)	\$ 35,819	\$ 81,773	117,592	\$ 332,879
Fund balance - beginning				975,885	
Fund balance - ending				\$ 1,093,477	

# **INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**

## Local Transportation Fund

### Schedule of Allocations and Expenditures

	PUC	Allocations Outstanding June 30, 2023	Allocated	Expended	Allocations Outstanding June 30, 2024
<b>ALLOCATIONS</b>					
Inyo County Local Transportation Commission	99233.1	\$ 142,114	\$ 143,239	\$ 61,465	\$ 223,888
Inyo County / City of Bishop - Bike & Pedestrian	99233.3	105,206	21,424	-	126,630
Eastern Sierra Transit Authority	99260(a)	(145,145)	1,209,741	1,312,939	(248,343)
City of Bishop	99400(c)	1,599	-	-	1,599
Eastern Sierra Area Agency on Aging	99400(c)	30,361	-	-	30,361
Total allocations		<u>\$ 134,135</u>	<u>\$ 1,374,404</u>	1,374,404	<u>\$ 134,135</u>
Transfer to LTF Bike & Pedestrian Fund				-	
Total LTF deductions				<u>\$ 1,374,404</u>	

INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024

State Transit Assistance Fund  
 Schedule of Allocations and Expenditures

	PUC	Allocations Outstanding June 30, 2023	Allocated	Expended	Allocations Outstanding June 30, 2024
<b>ALLOCATIONS</b>					
Eastern Sierra Transit Authority	6731 (b)	\$ (29,780)	\$ 220,655	\$ (225,801)	\$ (34,926)
Total allocations		<u>\$ (29,780)</u>	<u>\$ 220,655</u>	<u>\$ (225,801)</u>	<u>\$ (34,926)</u>



**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS* AND THE  
RULES AND REGULATIONS OF THE TRANSPORTATION DEVELOPMENT ACT**

To the Board of Commissioners  
Inyo County Local Transportation Commission  
Independence, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of Inyo County Local Transportation Commission (the Commission), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated December 1, 2025.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Commission's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements, on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2024-001 that we consider to be material weakness.

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

tel 559.299.9540

fax 559.299.2344

## **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Commission's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. Our audit was further made to determine that Transportation Development Act Funds allocated to and received by the Commission were expended in conformance with applicable statutes, rules and regulations of the Transportation Development Act and the allocation instructions and resolutions of the Commission as required by Sections 6666 and 6667 of Title 21 of the California Code of Regulations. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* or the Rules and Regulations of the Transportation Development Act.

## **Inyo County Local Transportation Commission's Response to Findings**

*Government Auditing Standards* requires the auditor to perform limited procedures on the Commission's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The Commission's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

## **Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Price Pange & Company*

Clovis California  
December 1, 2025

SECTION I – SUMMARY OF AUDITOR’S RESULTS

FINANCIAL STATEMENTS

Type of auditor's report issued:	<u>Unmodified</u>		
Internal control over financial reporting:			
Material weaknesses identified?	<u>          X          </u>	Yes	<u>                                </u> No
Significant deficiencies identified - not considered to be material weaknesses?	<u>                                </u>	Yes	<u>          X          </u> None reported
Noncompliance material to financial statements noted?	<u>                                </u>	Yes	<u>          X          </u> No

SECTION II – FINANCIAL STATEMENT FINDINGS

Finding 2024-001 Revenue Recognition (Material Weakness)

Criteria

Per the California State Controller’s “2015 Internal Control Guidelines,” entities must maintain adequate internal controls to ensure timely, accurate, and complete financial reporting, including controls over revenue recognition, account reconciliation, and review.

Condition

During our audit, various adjustments were required to correct the Commission’s revenue, which were a result of certain revenues not being recorded in the correct period. In addition, the Commission did not have adequate internal controls over revenue recognition and the related reconciliation process to ensure that recorded amounts were accurate and agreed to the external supporting schedules. These deficiencies resulted in material differences between the Commission’s trial balance and the supporting schedules and required audit adjustments to correct due from other governments or agencies, unavailable revenues, and revenues.

Cause

The Commission did not perform sufficient review of revenues posted during the year and did not ensure that subsequent receipts are posted to the correct period.

Effect

Revenues, due from other governments, and unavailable revenues were materially misstated at year-end. An adjustment of approximately \$95,000 to revenues was required to correct the misstatements, which was recorded during the audit and is reflected in the financial statements.

Recommendation

We recommend that the Commission strengthen its internal controls over revenue recognition by establishing a documented, standardized reconciliation process as part of the year-end closing procedures. This should include reconciling recorded revenues to supporting schedules from the State Controller’s Office, reviewing and resolving timing differences, and ensuring revenues are recognized in the proper accounting period. Incorporating this reconciliation and related review steps into a formal closing checklist will help ensure revenue reporting is complete, accurate, and reliable.

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION | FOR THE YEAR ENDED JUNE 30, 2024**  
Summary Schedule of Prior Audit Findings

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**FINANCIAL STATEMENT FINDINGS**

None reported.

Inyo County Local Transportation Commission  
 CORRECTIVE ACTION PLAN  
 YEAR ENDED JUNE 30, 2024

Finding Number	Planned Corrective Action	Anticipated Completion Date	Responsible Contact Person
2024-001	We concur with the finding. LTC staff will implement an annual reconciliation to the State Controller's Office Schedule to confirm that revenues are recorded in the correct fiscal. In addition, the Auditor-Controller's Office will review the reconciliation to confirm that it is complete.	Beginning Fiscal Year 2024-2025	Justine Kokx, Planning Transportation Senior and/or LTC Transportation Technician

  
 Justine Kokx  
 Planning Transportation Senior

  
 Amy Shepherd  
 Auditor-Controller



## **#8 Q1-Q2 OWP Progress Reports**

# Inyo County Local Transportation Commission

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

DISTRICT Use Only  
Date Received:

## AGENCY INVOICE / REQUEST for REIMBURSEMENT (RFR) - STATE

Agency Invoice #: 1

MFTA: 74A1634

Fiscal Year: 2025-2026

Period of Reimbursement: Start Date: 7/1/2025

End Date: 9/30/2025

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

### LOCAL AGENCY Use Only

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

Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimbursable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	\$ 315,500.00	\$ 79,810.69		\$ -	\$ 235,689.31
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SB1 Competitive	11.47%	\$ 109,260.78	\$ 4,850.82	\$ 628.48	\$ -	\$ 104,409.96
SHA-Climate Adaptation	11.47%					\$ -
<b>Current Invoice Amount</b>			<b>\$ 84,661.51</b>			

Inyo County LTC, Justine Kokx, Senior Transportation Planner  
**LOCAL AGENCY** Name & Title (please print)

  
Signature

10/28/2025  
Date

### Caltrans DISTRICT Use Only

I certify that I am duly authorized by the Department of Transportation to approve payment to the RTPA. The RTPA has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the RTPA. This authorization to pay acknowledges receipt of services billed.

504605

District Name & Title (please print)

Signature

Date

### Caltrans HQs Use Only

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

**Inyo Local Transportation Commission**  
**QUARTER 1 PROGRESS REPORT FOR THE 2025-2026 OVERALL WORK PLAN (OWP)**

**Work Element**

**100.1 Compliance and Oversight:**

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the ICLTC website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>). During the 1st quarter of FY25-26, the Inyo LTC held two regular Commission meetings in July and August. The meetings were conducted in person with a Zoom/virtual option. Staff are currently updating their Title VI Program manual to ensure compliance with federal nondiscrimination requirements. The update includes refining complaint procedures, outreach strategies, and monitoring processes to maintain equal access to transportation services and benefits for all community members. Staff updated its ICLTC Organization and Procedure Manual to ensure policies and practices remain current, consistent with state and federal requirements, and supportive of effective transportation planning and program delivery. LTC Senior staff will be attended a Planning and Transportation Workshop in September in Rhode Island, participating alongside Mono County LTC to sharing knowledge, coordinating regional priorities, and strengthen collaboration between the two agencies.

**Expended Q1 \$46,695.37     Percent Completion 25%**

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

Staff prepared the FY 2025–26 Draft OWP and submitted it to Caltrans District staff for review, then presented the Draft to the Local Transportation Commission to solicit input. Following Caltrans review and Commission feedback, the Final OWP was approved and submitted. An OWP amendment was begun to include the STPG grant for the Evacuation Route Resilience Plan.

**Expended Q1 \$1,464.96     Percent completion 40%**

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

Staff has been working closely with the City of Bishop to review and refine regional transportation project priorities. This collaborative effort builds upon the previous RTIP/STIP cycle and the priority project list identified in the 2023 Regional Transportation Plan. Several County projects still require Project Study Reports (PSRs) before they can be programmed, and staff is actively developing these reports to advance project readiness. The LTC and the City of Bishop will continue their partnership to update and prioritize the project list in preparation for future RTIP programming cycles.

**Expended Q1 \$9,534.58     Percent completion 75%**

**300.1 Administer Transit:**

Administered and allocated Local Transportation Funds (LTF) and State Transit Assistance (STA). This is an on-going activity, including the periodic review of transit route performance reports and Transit funding. This element includes monitoring Eastern Sierra Transit Authority (ESTA) as a Transportation Development Act (TDA) claimant.

**Expended Q1 \$17,679.11     Percent completion 25%**

**310.1 Coordinate Transit Services:**

The LTC is focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and with attention to public need. Staff provide continuous reporting and coordination with the County and ESTA on the SB 125 program, LTF funding, PTMISEA transit grant, LCTOP, and SGR program.

Through a successful partnership between ESTA and Inyo County, four new bus stop shelters were funded, sited, and installed across key locations in the County. This joint effort improved rider safety, comfort, and accessibility, demonstrating a shared commitment to enhancing public transit infrastructure for the community.

LTC staff also continued work on the Unmet Transit Needs process by holding two public hearings, one in March and another in April, to gather community input. Staff compiled the information received and prepared a resolution, which was approved by the Board at the August LTC meeting, further reinforcing LTC's commitment to addressing the transportation needs of Inyo County residents.

**Expended Q1 \$995.24      Percent completion 25%**

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

Staff continually monitors and assists with preliminary development of local projects. Staff have been exploring the potential for future grant submittals. Working with consultants, commissioners and staff to strategically move project ideas closer to a "shovel ready" state.

**Expended Q1 \$11,171.72      Percent completion 25%**

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

Staff submitted a grant proposal to the Safe Streets and Roads for All Program (SS4A) to develop a Safety Action Plan to augment the Active Transportation Plan and the Local Road Safety Plan. Refine and resubmit the proposal to rehabilitate Old Spanish Trail to the Rural Tribal Assistance program.

**Expended Q1 \$3,146.64      Percent completion 25%**

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

##### **Task 4 Existing Conditions:**

The LTC staff are developing the Inyo County Electric Vehicle Charging Infrastructure Network Plan to expand clean transportation options countywide. Staff have attended bi-monthly meetings with consultants and are working closely with them to gather data on current conditions, travel patterns, and potential sites.

##### **Task 5 Siting Analysis and Task 6 Infrastructure Analysis:**

The plan includes infrastructure and siting analyses to identify priority charger locations, address network gaps, and support the County's transition to cleaner, more sustainable transportation. Site locations are beginning to be identified and inspected to determine what infrastructure would be needed at each location. County Fleet transition analysis work continued in Q1. The second Stakeholder Engagement Meeting was held on September 10th, followed by the second of three Community Workshops, which was held on September 24th.

**Expended Q1 \$5,479.30      Percent completion 60%**

#### **500.1 Coordination and Regional Planning:**

Staff regularly attend Rural Counties Task Force (RCTF) and RTPA meetings and Mono County LTC meetings. Participate in monthly collaboration meetings with Caltrans District 9 Planning staff prior to regular LTC meetings. Coordination with the Fort Independence Tribe in their development of a Transportation Plan. Participate with the Eastern Sierra Wildfire Alliance (ESWA) and the first meeting of Lone Pine Fire Safe Council. Continued collaboration with Planning and Administration in the refinement of the RTA proposal. Considered collaborating with Planning to apply to the STPG to augment the Evacuation Route Resilience Plan. Instead, decided to support Planning as they submit a proposal to develop a Big Pine Corridor Plan.

**Expended Q1 \$6,241.49      Percent completion 25%**

**510.1 Regional Transportation Plan:**

The Final 2023 Regional Transportation Program (RTP) was adopted on November 29, 2023. The LTC staff are continually assessing the identified priorities of the RTP. Staff began work to amend the RTP in the fall in conjunction with the development of the 2025 RTIP.

**Expended Q1 \$592.34      Percent completion 50%**

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

Staff continue to conduct pavement management program in-house. Monitored improvements to AI technology (DareeSoft) that is being programmed to capture PCI data in real time. Staff is updating its Pavement Management Program manual to use data-driven analysis for assessing road conditions, prioritizing projects, and guiding cost-effective maintenance and preservation efforts.

**Expended Q1 \$963.59      Percent completion 5%**

**700.1 Planning Programming and Monitoring**

Planning, Programming and Monitoring (PPM) represents a second available source of funding and contains many of the same tasks as those in Work Elements 100.1, 200.1, 400.1, 400.2, 500.1 and 600.1. Work in Quarter 1 included monitoring ongoing STIP projects and planning for the upcoming 2025 RTIP. Staff have been working to identify potential viable projects for the next STIP/RTIP cycle and have continued the development of ongoing projects. Also identifying possible future projects for upcoming ATP, SSR4A, FLAP and RAISE grant cycles.

**Expended Q1 \$17,277.17      Percent completion 25%**

**Summary of Expenditures:**

	<b>Total Q1</b>	<b>% exp To Date</b>
<b>RPA</b>	\$ 79,810.69	25%
<b>LTF</b>	\$ 18,674.36	14%
<b>SB1</b>	\$ 5,479.30	2%
<b>PPM</b>	\$ 17,277.17	10%
<b>Total</b>	<b>\$ 121,241.51</b>	

		Non-OWP	RPA	RPA	RPA	LTF	LTF	RPA	RPA	SB1	RPA	RPA	RPA	RPA	PPM
		Other-Non	100.1 Compliance & Oversight	110.1 Overall Work Program	200.1 Regional Trans. Impr. Prog.	300.1 Administer Transit	310.1 Coordinate Transit Services	400.1 Local Project Development	400.2 Grant Development	400.3 ICEVICNP	400.4 Trans. Funding	500.1 Coordination & Reg. Plan.	510.1 Regional Transportation Plan	600.1 PMS/GIS	700.1 Planning, Programming, & Monitoring
			\$ 90,000	\$ 15,000	\$ 15,000	\$ 122,046	\$ 10,000	\$ 95,500	\$ 30,000	\$ 227,611	\$ 5,000	\$ 15,000	\$ 2,000	\$ 48,000	\$ 180,000
<b>Q1 Summary</b>															
Enter Fringe Benefits	Q1														
Brandon Bardonex	1,482.06		\$ 1,333.86	\$ -	\$ -	\$ 148.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amy Cutright	16,245.42		\$ 10,160.56	\$ 899.95	\$ -	\$ -	\$ -	\$ 2,334.03	\$ 752.78	\$ 1,223.22	\$ -	\$ -	\$ 106.54	\$ 476.76	\$ 291.58
Breanne Nelums	162.27		\$ 146.04	\$ -	\$ -	\$ 16.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mike Errante	3,794.27		\$ 1,897.13	\$ -	\$ 379.43	\$ -	\$ 379.43	\$ -	\$ -	\$ -	\$ -	\$ 758.85	\$ 379.43	\$ -	\$ -
Justine Kokx	35,095.65		\$ 12,796.50	\$ 565.00	\$ 9,143.59	\$ 360.44	\$ 604.26	\$ 3,707.53	\$ 1,404.86	\$ 4,256.07	\$ -	\$ 1,937.58	\$ 94.81	\$ -	\$ 225.00
Cap Aubrey	115.60		\$ 57.80	\$ -	\$ 11.56	\$ -	\$ 11.56	\$ -	\$ -	\$ -	\$ -	\$ 23.12	\$ 11.56	\$ -	\$ -
Tina Chinzi			\$ 1,114.32	\$ -	\$ -	\$ 123.81	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sarah Wilson			\$ 2,428.57	\$ -	\$ -	\$ 269.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0.00		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Sal & Bens			\$ 29,934.79	\$ 1,464.96	\$ 9,534.58	\$ 918.53	\$ 995.24	\$ 6,041.55	\$ 2,157.64	\$ 5,479.30	\$ -	\$ 2,719.56	\$ 592.34	\$ 476.76	\$ 516.58
<b>Enter ADR Totals</b>															
5024 PERS Unfunded Li	\$ 29,945.00	\$ -	\$ 9,981.67	\$ -	\$ -	\$ 9,981.67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,981.67
5025 Retiree Health Be	\$ 7,630.26	\$ -	\$ 2,543.42	\$ -	\$ -	\$ 2,543.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,543.42
5121 Internal Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5123 Tech Refresh	\$ 363.25	\$ -	\$ 121.08	\$ -	\$ -	\$ 121.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121.08
5124 External Charges	\$ 4,813.70	\$ -	\$ 4.69	\$ -	\$ -	\$ 4.69	\$ -	\$ 4,799.64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.69
5129 Internal Copy Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5152 Workers Comp	\$ 1,056.51	\$ -	\$ 352.17	\$ -	\$ -	\$ 352.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352.17
5155 Public Liability	\$ 1,638.00	\$ -	\$ 546.00	\$ -	\$ -	\$ 546.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 546.00
5175 Maintenance Fuel	\$ 125.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.93	\$ -	\$ 96.83	\$ -
5232 Office & Other Equip.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5263 Advertising	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5650 Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5265 Professional Services	\$ 1,089.80	\$ -	\$ 33.60	\$ -	\$ -	\$ 33.60	\$ -	\$ -	\$ 989.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33.60
5311 General Operating	\$ 855.65	\$ -	\$ 45.04	\$ -	\$ -	\$ 45.04	\$ -	\$ 330.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 390.00	\$ 45.04
5315 County Cost Plan	\$ 9,398.76	\$ -	\$ 3,132.92	\$ -	\$ -	\$ 3,132.92	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,132.92
5331 Travel Expense	\$ 3,493.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,493.00	\$ -	\$ -	\$ -
5539 Other Agency Cor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5700 Construction in Pr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quarter Total	\$ -	\$ 46,695.37	\$ 1,464.96	\$ 9,534.58	\$ 17,679.11	\$ 995.24	\$ 11,171.72	\$ 3,146.64	\$ 5,479.30	\$ -	\$ 6,241.49	\$ 592.34	\$ 963.59	\$ 17,277.17	\$ 17,277.17
Year to Date	\$ -	\$ 46,695.37	\$ 1,464.96	\$ 9,534.58	\$ 17,679.11	\$ 995.24	\$ 11,171.72	\$ 3,146.64	\$ 5,479.30	\$ -	\$ 6,241.49	\$ 592.34	\$ 963.59	\$ 17,277.17	\$ 17,277.17

Inyo County Local Transportation Commission  
Overall Work Program-RPA  
1st Quarter Report

Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	RPA	Total Expended 1st Quarter	Total Expended to Date	Balance
100.1	Compliance & Oversight	51.88%	06/30/26	\$90,000	\$46,695.37	\$46,695.37	\$43,304.63
110.1	Overall Work Program	9.77%	06/30/26	\$15,000	\$1,464.96	\$1,464.96	\$13,535.04
200.1	RTIP	63.56%	12/15/25	\$15,000	\$9,534.58	\$9,534.58	\$5,465.42
400.1	Local Project Development	11.70%	06/30/26	\$95,500	\$11,171.72	\$11,171.72	\$84,328.28
400.2	Grant Development	10.49%	06/30/26	\$30,000	\$3,146.64	\$3,146.64	\$26,853.36
400.4	Trans. Funding	0.00%	06/30/26	\$5,000	\$0.00	\$0.00	\$5,000.00
500.1	Coord. and Reg. Planning	41.61%	06/30/26	\$15,000	\$6,241.49	\$6,241.49	\$8,758.51
510.1	Regional Transportation Plan	29.62%	06/30/26	\$2,000	\$592.34	\$592.34	\$1,407.66
600.1	PMS/GIS	2.01%	06/30/26	\$48,000	\$963.59	\$963.59	\$47,036.41
<b>TOTALS</b>				<b>\$315,500</b>	<b>\$79,810.69</b>	<b>\$79,810.69</b>	<b>\$235,689.31</b>

Inyo County Local Transportation Commission  
Overall Work Program-RPA/LTF/PPM/SB1  
1st Quarter Report

Work Element	Work Element Title	% Expended Quarter 1	Scheduled Completion	RPA	PPM	LTF Transit	SB1-ICEVICNP	Total Expended 1st Quarter	Total Expended to Date	Balance
100.1	Compliance	52%	06/30/26	\$90,000				\$46,695.37	\$46,695.37	\$43,304.63
110.1	Overall Work	10%	06/30/26	\$15,000				\$1,464.96	\$1,464.96	\$13,535.04
200.1	RTIP	64%	12/15/25	\$15,000				\$9,534.58	\$9,534.58	\$5,465.42
300.1	Administer	14%	06/30/26			\$122,046		\$17,679.11	\$17,679.11	\$104,366.89
310.1	Coordinate	10%	06/30/26			\$10,000		\$995.24	\$995.24	\$9,004.76
400.1	Local Project	12%	06/30/26	\$95,500				\$11,171.72	\$11,171.72	\$84,328.28
400.2	Grant	10%	06/30/26	\$30,000				\$3,146.64	\$3,146.64	\$26,853.36
400.3	SB1-ICEVICNP	2%	06/30/26				\$227,611	\$5,479.30	\$5,479.30	\$222,131.70
400.4	Trans. Funding	0%	06/30/26	\$5,000				\$0.00	\$0.00	\$5,000.00
500.1	Coord. and Reg. Planning	42%	06/30/26	\$15,000.00				\$6,241.49	\$6,241.49	\$8,758.51
510.1	RTP	30%	06/30/26	\$2,000.00				\$592.34	\$592.34	\$1,407.66
600.1	PMS/GIS	2%	06/30/26	\$48,000				\$963.59	\$963.59	\$47,036.41
700.1	PPM	10%	06/30/26		\$180,000			\$17,277.17	\$17,277.17	\$162,722.83
<b>TOTALS</b>				<b>\$315,500</b>	<b>\$180,000</b>	<b>\$132,046.00</b>	<b>\$227,611.00</b>	<b>\$121,241.51</b>	<b>\$121,241.51</b>	<b>\$733,915.49</b>

# Inyo County Local Transportation Commission


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

DISTRICT Use Only  
Date Received:

## AGENCY INVOICE / REQUEST for REIMBURSEMENT (RFR) - STATE

Agency Invoice #: 2 MFTA: 74A1634 Fiscal Year: 2025-2026  
Period of Reimbursement: Start Date: 10/1/2025 End Date: 12/31/2025

I certify that I am a duly authorized representative of the above referenced Regional Transportation Planning Agency (RTPA) and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement (MFTA) expiring December 31, 2034, entered into between the RTPA and the State of California, Department of Transportation. The reimbursement request is for eligible work completed in accordance with the above mentioned FY's approved Overall Work Program (OWP). **By signing this RFR, the RTPA certifies that all State and Federal matching requirements have been met.**

LOCAL AGENCY Use Only						
Current Fiscal Year Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.						
Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimbursable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	\$ 373,000.00	\$ 84,093.57		\$ 79,810.69	\$ 209,095.74
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SB1 Competitive	11.47%	\$ 109,260.78	\$ 54,260.06	\$ 7,029.97	\$ 4,850.82	\$ 50,149.90
SHA-Climate Adaptation	11.47%					\$ -
<b>Current Invoice Amount</b>			<b>\$ 138,353.63</b>			
Inyo County LTC, Justine Kokx, Senior Transportation Planner <b>LOCAL AGENCY Name &amp; Title (please print)</b>				 Signature		2/6/2026 Date

Caltrans DISTRICT Use Only		
I certify that I am duly authorized by the Department of Transportation to approve payment to the RTPA. The RTPA has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and the RTPA. This authorization to pay acknowledges receipt of services billed.		
District Name & Title (please print)	Signature	Date

Caltrans HQs Use Only				
Acct Line #	Amount:	Project ID#:	Encumbered Contract #:	R





# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante  
Executive Director

## QUARTER 2 PROGRESS REPORT FOR THE 2025-2026 OVERALL WORK PLAN (OWP)

### Work Element

#### **100.1 Compliance and Oversight:**

The primary activity conducted under this work element is the documentation of planning-related activities and the ongoing support and maintenance of services necessary to implement the County's transportation planning programs and processes. These activities include the preparation of meeting agendas, attendance at monthly Commission meetings, completion of official meeting minutes, and routine updates to the Inyo County Local Transportation Commission (ICLTC) website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>).

During the second quarter of FY 2025–26, the ICLTC convened two regular Commission meetings in October and November. Meetings were conducted in person with a virtual participation option via Zoom to ensure accessibility.

Staff are currently updating the ICLTC Title VI Program Manual to ensure continued compliance with federal nondiscrimination requirements. This effort includes refining complaint procedures, enhancing public outreach strategies, and strengthening monitoring processes to ensure equitable access to transportation services and program benefits for all community members.

Additionally, staff coordinated with Price Paige Inc. and the County Auditor's Office to finalize the FY 2023–24 fiscal audit and prepared the County Midyear Budget for the ICLTC Planning Trust Account.  
**Expended Q2 \$38,178.49 Percent Completion 50%**

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

Staff prepared the FY 2025–26 Quarter 1 OWP Progress Report and submitted it to Caltrans District 9 staff for review. OWP Amendment No. 1 was prepared and adopted to incorporate the State Transportation Planning Grant (STPG) for the Evacuation Route Resilience Plan and the FY 2024–25 Regional Planning Apportionment (RPA) carryover. Staff also began the preparation of the FY 2026–27 OWP.

**Expended Q2 \$3,686.56 Percent completion 50%**

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

Staff continued preparation of the 2025 RTIP, with final adoption by the ICLTC in November and submittal to the California Transportation Commission (CTC) and Caltrans in December. RTIP development included coordination with multiple stakeholders, including the City of Bishop, the Sacramento Area Council of Governments (SACOG) regarding repayment of loaned HIP funds, and CTC staff to clarify State Transportation Improvement Program (STIP) guideline compliance requirements.

Staff also developed and finalized electronic Project Programming Requests (ePPRs) for RTIP projects and refined the RTIP narrative to ensure consistency with the 2026 STIP Guidelines.

**Expended Q2 \$5,465.42 Percent completion 95%**

### **300.1 Administer Transit:**

Staff administered and allocated Local Transportation Funds (LTF) and State Transit Assistance (STA) in accordance with Transportation Development Act (TDA) requirements. Ongoing activities included periodic review of transit route performance reports and transit funding allocations. This work element also included monitoring the Eastern Sierra Transit Authority (ESTA) in its role as a TDA claimant to ensure compliance with applicable fiscal and performance requirements.

**Expended Q2 \$8,634.11 Percent completion 50%**

### **310.1 Coordinate Transit Services:**

The ICLTC focused on optimizing the delivery of transportation services by evaluating opportunities to enhance overall transit performance within available funding constraints and in response to public needs. Staff provided ongoing reporting and coordination with the County and the ESTA regarding the SB 125 Program, LTF allocations, Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) grants, Low Carbon Transit Operations Program (LCTOP), and the State of Good Repair (SGR) Program.

During the second quarter, staff submitted Amendment No. 1 to the FY 2023–24 SB 125 request to fund the purchase and installation of two additional bus shelters in South County.

**Expended Q2 \$1,357.78 Percent completion 50%**

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

Staff continued to monitor and support the preliminary development of local transportation projects. This included coordinating with consultants, Commissioners, and County Public Works and Road Department staff to identify and advance potential projects for future grant submittals and to strategically move project concepts toward a “shovel-ready” status. Despite existing funding constraints, staff focused on maximizing available staff and consultant resources to develop grant proposals that advance project planning, readiness, and implementation. Early in the second quarter, staff were notified of expiring Carbon Reduction Program (CRP) funds and promptly coordinated with Public Works and Road Department staff to identify a suitable project to ensure the funds were retained. Staff also coordinated with the Federal Highway Administration (FHWA) regarding the State Line Road Federal Lands Access Program (FLAP) grant project and worked with the Kern Council of Governments (Kern COG) and Caltrans District 9 LAE staff to ensure the Lone Pine Town Streets project is scheduled for consideration on the CTC agenda in March for a 20-month extension. LTC and Public Works staff have reached out to the Bishop Paiute Tribe to ascertain their interest in preparing a Cycle 8 ATP grant proposal. Internal discussion ensued with potential consultants.

**Expended Q2 \$30,788.28 Percent completion 50%**

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

Staff coordinated with the Inyo County Planning Department on a State Transportation Planning Grant (STPG) proposal to develop the Big Pine Corridor Plan. This included assisting with the development of the proposal’s objectives, scope, and narrative. Staff also attended Active Transportation Program (ATP) Cycle 8 guideline workshops and evaluated the potential for collaboration with the Bishop Paiute Tribe on a future ATP grant application. The LTC was awarded a Safe Streets and Roads for All (SS4A) grant in December. A draft scope of work began ahead of grant finalization.

**Expended Q2 \$2,026.63 Percent completion 50%**

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

**Task 4 Existing Conditions:**

ICLTC staff are developing the Inyo County EV Charging Infrastructure Network Plan to expand clean transportation options countywide. Bi-monthly coordination meetings between staff and consultants are ongoing to collect and analyze data on existing conditions, travel patterns, and potential site locations, and to review draft technical deliverables.

**Task 5 – Siting Analysis and Task 6 – Infrastructure Analysis:**

The Plan includes comprehensive siting and infrastructure analyses to identify priority charging locations, address network gaps, and support the County’s transition to cleaner and more sustainable transportation. Potential site locations are being identified and field-verified to determine required infrastructure improvements at each location. During the second quarter, County Fleet transition analysis continued, and the consultant delivered a draft County Infrastructure Analysis Memorandum for staff review.

**Expended Q2 \$61,290.03 Percent completion 60%**

**500.1 Coordination and Regional Planning:**

Staff regularly attended Rural Counties Task Force (RCTF), Regional Transportation Planning Agency (RTPA), and Mono County LTC meetings, and participated in monthly coordination meetings with Caltrans District 9 Planning staff in advance of regular ICLTC meetings. During the second quarter, staff supported the Fort Independence Tribe in the development of a Transportation Plan and participated in collaborative efforts with the Eastern Sierra Wildfire Alliance (ESWA) and the Lone Pine Fire Safe Council. Staff also attended the October Board of Supervisors meeting in Tecopa to provide project updates on the Tecopa ATP project, the State Line Road project, and Highway Safety Improvement Program (HSIP) safety improvements on Old Spanish Trail Highway.

**Expended Q2 \$2,483.45 Percent completion 50%**

**510.1 Regional Transportation Plan (RTP):**

The Final 2023 RTP was adopted on November 29, 2023. Staff continue to assess and advance the priorities identified in the RTP. In coordination with development of the 2025 RTIP, staff prepared RTP Amendment No. 1 to ensure consistency between planning priorities and programming actions.

**Expended Q2 \$1,407.66 Percent completion 80%**

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

Staff continue to administer the Pavement Management Program in-house. During the reporting period, staff monitored enhancements to the DareeSoft artificial intelligence platform being developed to capture PCI data in real time. Staff are also updating the Pavement Management Program Manual to incorporate data-driven analysis for evaluating roadway conditions, prioritizing projects, and guiding cost-effective maintenance and preservation strategies. In December, Public Works staff-initiated pavement inventory data collection activities to support ongoing system updates and future analysis.

**Expended Q2 \$57.09 Percent completion 15%**

**700.1 Planning Programming and Monitoring (PPM):**

PPM represents a secondary funding source and encompasses tasks like those identified under Work Elements 100.1, 200.1, 400.1, 400.2, 500.1, and 600.1. During the second quarter, staff monitored ongoing STIP projects and conducted planning activities in preparation for the 2025 RTIP. Staff also identified and evaluated potential future projects for upcoming ATP, FLAP, HSIP, and BUILD grant cycles. LTC staff were instrumental in preparing necessary documents and correspondence to ensure the continued implementation of multiple projects, including the Connecting Tecopa Safety Corridor ATP

project, the State Line Rd FLAP, Lone Pine Town Streets Rehabilitation, and S. Barlow Lane bicycle lane rehabilitation.

**Expended Q2 \$14,045.84 Percent completion 50%**

**Summary of Expenditures:**

<b>Q1</b>	<b>Total Q1</b>	<b>Q2</b>	<b>Total Q2</b>	<b>% exp To Date</b>	<b>Remaining</b>
<b>RPA</b>	\$ 79,810.69	<b>RPA</b>	\$ 84,093.57	44%	\$ 163,904.26
<b>LTF</b>	\$ 18,674.36	<b>LTF</b>	\$ 9,991.89	22%	\$ 28,666.25
<b>SB1</b>	\$ 5,479.30	<b>SB1</b>	\$ 61,290.03	61%	\$ 66,769.32
<b>PPM</b>	\$ 17,277.17	<b>PPM</b>	\$ 14,045.84	17%	\$ 31,323.00
<b>Total</b>	\$ 121,241.51	<b>Total</b>	\$ 169,421.33		\$ 290,662.84

Non-OWP	RPA	RPA	RPA	LTF	LTF	RPA	RPA	SB1	SB1	RPA	RPA	RPA	RPA	PPM
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## Q2 Summary

		100.1	110.1	200.1	300.1	310.1	400.1	400.2	400.3	400.4	500.1	510.1	700.1
		Other-Non	Overall	Regional	Administer	Coordinate	Local	Grant	ICEVICNP	Evacuation	Trans.	Regional	Planning,
		Compliance	Work	Trans. Impr.	Transit	Services	Project	Devel'pment	ICEVICNP	Route Plan	Funding	Transporati	Programming,
		OWP & Oversight	Program	Prog.	Transit	Services	Development	Devel'pment	ICEVICNP	Route Plan	Funding	on Plan	& Monitoring
Enter Fringe Benefits	Q2	\$ 135,500	\$ 15,000	\$ 15,000	\$ 122,046	\$ 10,000	\$ 107,500	\$ 30,000	\$ 109,261	\$ 223,000	\$ 5,000	\$ 15,000	\$ 180,000
Vacant	1,747.66	\$ 135,500	\$ 15,000	\$ 15,000	\$ 122,046	\$ 10,000	\$ 107,500	\$ 30,000	\$ 227,611	\$ 15,000	\$ 5,000	\$ 2,000	\$ 180,000
Marjie Chapman	20,451.69	\$ 1,572.89	\$ -	\$ -	\$ 174.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Breanne Nelums	425.95	\$ 7,034.83	\$ 3,283.20	\$ 1,516.84	\$ -	\$ -	\$ 6,892.95	\$ -	\$ 842.25	\$ -	\$ -	\$ 479.51	\$ 402.10
Mike Errante	4,454.29	\$ 383.36	\$ -	\$ -	\$ 42.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Justine Kolox	45,355.58	\$ 2,227.15	\$ -	\$ 445.43	\$ -	\$ 445.43	\$ -	\$ -	\$ -	\$ -	\$ 890.86	\$ 445.43	\$ -
John Pinckney	0.00	\$ 12,929.87	\$ 403.36	\$ 6,307.01	\$ 772.44	\$ 912.35	\$ 18,022.92	\$ 553.63	\$ 867.53	\$ -	\$ -	\$ 305.72	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,345.56	\$ -	\$ -	\$ 149.51	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,637.15	\$ -	\$ -	\$ 404.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Sal & Bens		\$ 29,130.81	\$ 3,686.56	\$ 8,269.28	\$ 1,543.44	\$ 1,357.78	\$ 24,915.88	\$ 553.63	\$ 1,709.78	\$ -	\$ -	\$ 5,171.60	\$ 402.10

## Enter ADR Totals

5024 PERS Unfunded Li	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5025 Retiree Health Be	\$ 7,630.26	\$ -	\$ 2,543.42	\$ -	\$ -	\$ 2,543.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,543.42
5121 Internal Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5123 Tech Refresh	\$ 363.25	\$ -	\$ 121.08	\$ -	\$ -	\$ 121.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 121.08
5124 External Charges	\$ 6,099.44	\$ -	\$ 75.68	\$ -	\$ -	\$ 75.68	\$ -	\$ 5,872.40	\$ -	\$ -	\$ -	\$ -	\$ 75.68
5129 Internal Copy Charges	\$ 717.52	\$ -	\$ 239.17	\$ -	\$ -	\$ 239.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 239.17
5152 Workers Comp	\$ 1,056.51	\$ -	\$ 352.17	\$ -	\$ -	\$ 352.17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352.17
5155 Public Liability	\$ 1,638.00	\$ -	\$ 546.00	\$ -	\$ -	\$ 546.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 546.00
5175 Maintenance Fuel	\$ 126.57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69.48	\$ -	\$ 57.09
5232 Office & Other Equip.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5263 Advertising	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5650 Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5265 Professional Services	\$ 7,356.20	\$ -	\$ 1,957.00	\$ -	\$ -	\$ -	\$ -	\$ 1,473.00	\$ -	\$ -	\$ -	\$ 3,926.20	\$ -
5311 General Operating	\$ 240.68	\$ -	\$ 80.23	\$ -	\$ -	\$ 80.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80.23
5315 County Cost Plan	\$ 9,398.76	\$ -	\$ 3,132.92	\$ -	\$ -	\$ 3,132.92	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,132.92
5331 Travel Expense	\$ (2,757.63)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,757.63)	\$ -	\$ -
5539 Other Agency Cor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5700 Construction in Pr	\$ 36,314.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,314.00	\$ -	\$ -	\$ -	\$ -
	\$ 23,266.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,266.25	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Quarter Total	\$ -	\$ 38,178.49	\$ 3,686.56	\$ 8,269.28	\$ 8,634.11	\$ 1,357.78	\$ 30,788.28	\$ 2,026.63	\$ 61,290.03	\$ -	\$ -	\$ 2,483.45	\$ 57.09
Year to Date	\$ -	\$ 84,873.86	\$ 5,151.51	\$ 17,803.86	\$ 26,313.23	\$ 2,353.02	\$ 41,960.00	\$ 5,173.27	\$ 66,769.32	\$ -	\$ -	\$ 8,724.94	\$ 1,020.68
(Under)/Over Budget	\$ (50,626.14)	\$ (9,848.49)	\$ 2,803.86	\$ (95,732.77)	\$ (7,646.98)	\$ (65,540.00)	\$ (24,826.73)	\$ (42,491.46)	\$ (223,000.00)	\$ (5,000.00)	\$ (6,275.06)	\$ 3,749.20	\$ (155,230.06)
Q2 RPA Only	\$ 38,178.49	\$ 3,686.56	\$ 5,465.42	\$ 30,788.28	\$ 2,026.63	\$ 30,788.28	\$ 2,026.63	\$ 30,788.28	\$ 2,026.63	\$ -	\$ 2,483.45	\$ 1,407.66	\$ 57.09
Grand Total	\$ 84,873.86	\$ 5,151.51	\$ 15,000.00	\$ 26,313.23	\$ 2,353.02	\$ 41,960.00	\$ 5,173.27	\$ 66,769.32	\$ -	\$ -	\$ 8,724.94	\$ 2,000.00	\$ 31,323.00
% Complete		63%	34%	100%	22%	24%	39%	17%	61%	0%	0%	58%	17%

Inyo County Local Transportation Commission  
Overall Work Program-RPA  
2nd Quarter Report

Work Element	Work Element Title	% Expended	Scheduled Completion	RPA	Total Expended 2nd Quarter	Total Expended to Date	Balance
100.1	Compliance & Oversight	63%	06/30/25	\$135,500	\$38,178.49	\$84,873.86	\$50,626.14
110.1	Overall Work Program	34%	06/30/25	\$15,000	\$3,686.56	\$5,151.51	\$9,848.49
200.1	RTIP	100%	06/30/25	\$15,000	\$5,465.42	\$15,000.00	\$0.00
400.1	Local Project Development	39%	06/30/25	\$107,500	\$30,788.28	\$41,960.00	\$65,540.00
400.2	Grant Development	17%	06/30/25	\$30,000	\$2,026.63	\$5,173.27	\$24,826.73
400.4	Trans. Funding	0%	06/30/25	\$5,000	\$0.00	\$0.00	\$5,000.00
500.1	Coord. and Reg. Planning	58%	06/30/25	\$15,000	\$2,483.45	\$8,724.94	\$6,275.06
510.1	RTP	100%	06/30/25	\$2,000	\$1,407.66	\$2,000.00	\$0.00
600.1	PMS/GIS	2%	06/30/25	\$48,000	\$57.09	\$1,020.68	\$46,979.32
<b>TOTALS</b>				<b>\$373,000</b>	<b>\$84,093.57</b>	<b>\$163,904.26</b>	<b>\$209,095.74</b>

Inyo County Local Transportation Commission  
Overall Work Program-RPA/LTF/PPM/SB1  
2nd Quarter Report

Work Element	Work Element Title	% Expend ed Year to Date	Schedu led Comple tion	RPA Budget	PPM Budget	LTF Transit Budget	SB1 Comp Budget	Total Expended 2nd Quarter	Total Expended to Date	Balance
100.1	Compliance &	63%	06/30/25	\$135,500				\$38,178.49	\$84,873.86	\$50,626.14
110.1	Overall Work	34%	06/30/25	\$15,000				\$3,686.56	\$5,151.51	\$9,848.49
200.1	RTIP	100%	06/30/25	\$15,000				\$5,465.42	\$15,000.00	\$0.00
300.1	Administer	22%	06/30/25			\$122,046		\$8,634.11	\$26,313.23	\$95,732.77
310.1	Coordinate	24%	06/30/25			\$10,000		\$1,357.78	\$2,353.02	\$7,646.98
400.1	Local Project	39%	06/30/25	\$107,500				\$30,788.28	\$41,960.00	\$65,540.00
400.2	Grant	17%	06/30/25	\$30,000				\$2,026.63	\$5,173.27	\$24,826.73
400.3	SB1-ICEVICNP	61%	06/30/26				\$109,261	\$61,290.03	\$66,769.32	\$42,491.46
400.4	Trans. Funding	0%	06/30/25	\$5,000				\$0.00	\$0.00	\$5,000.00
400.5	SB1-Evacuation route plan		06/30/28				\$223,000	\$0.00	\$0.00	\$223,000.00
500.1	Coord. and Reg. Planning	58%	06/30/25	\$15,000.00				\$2,483.45	\$8,724.94	\$6,275.06
510.1	RTP	100%	06/30/25	\$2,000.00				\$1,407.66	\$2,000.00	\$0.00
600.1	PMS/GIS	2%	06/30/25	\$48,000				\$57.09	\$1,020.68	\$46,979.32
700.1	PPM	17%	06/30/25		\$180,000			\$14,045.84	\$31,323.00	\$148,677.00
<b>TOTALS</b>				\$373,000.00	\$180,000.00	\$132,046.00	\$332,260.78	\$169,421.33	\$290,662.84	\$726,643.94

# **#10 ESTA Executive Director's Report**



## **ESTA STAFF REPORT**

Subject: Executive Director's Report  
Presented by: Phil Moores, Executive Director

### **Staffing**

David Corkett, a trainer in Mammoth Lakes was voted by his peers as Employee of the Quarter. David has trained many drivers for ESTA and earned their respect with hard work during storms. He can be counted on when times are tough, and that's exactly the kind of employee ESTA needs. THANK YOU DAVID!

Hiring has slowed a little this season. We have a recruitment for Assistant Transportation Supervisor in Mammoth Lakes. The recruitment for a new Executive Director is also underway.

### **Reds Meadow**

It looks like another limited summer for the Reds Meadow Shuttle. The most recent schedule duplicates last year with partial Thursday and full Friday-Saturday-Sunday service. This schedule reduces our revenue potential by several hundred thousand dollars.

### **Technology**

We have technological goals set for future projects. Our current database is Microsoft Access and is in dire need of replacement. Carmichael Business is migrating the ESTA data to a MySQL database. MySQL (My Structured Query Language) is a relational database which organizes data into one or more data tables in which data may be related to each other; these relations help structure the data. SQL is a language that programmers use to create, modify and extract data from the relational database, as well as control user access. This change will stabilize our data and improve data usage for many years.

The Mammoth digital information signage is installing and promises to improve ridership and ease of system use. Watch these signs on Main Street in Mammoth Lakes.

A contactless payment system is planned for installation on all buses later this year. This style of payment will allow riders to use phones and prepaid cards on the buses. It involves special hardware and software solutions.

### **Marketing**

The Bishop Airport bus stop is completed and looks fantastic. Revenue generating ads are already planned for the shelter.

### **Ridership**

There were no significant service cancellations affecting ridership. The tables below show the ridership by month and year. The chart at the bottom shows the 2019 dark blue line which has served as our ridership goal for the last few years. With Reds Meadow Road still under

February 18, 2026

Item 10

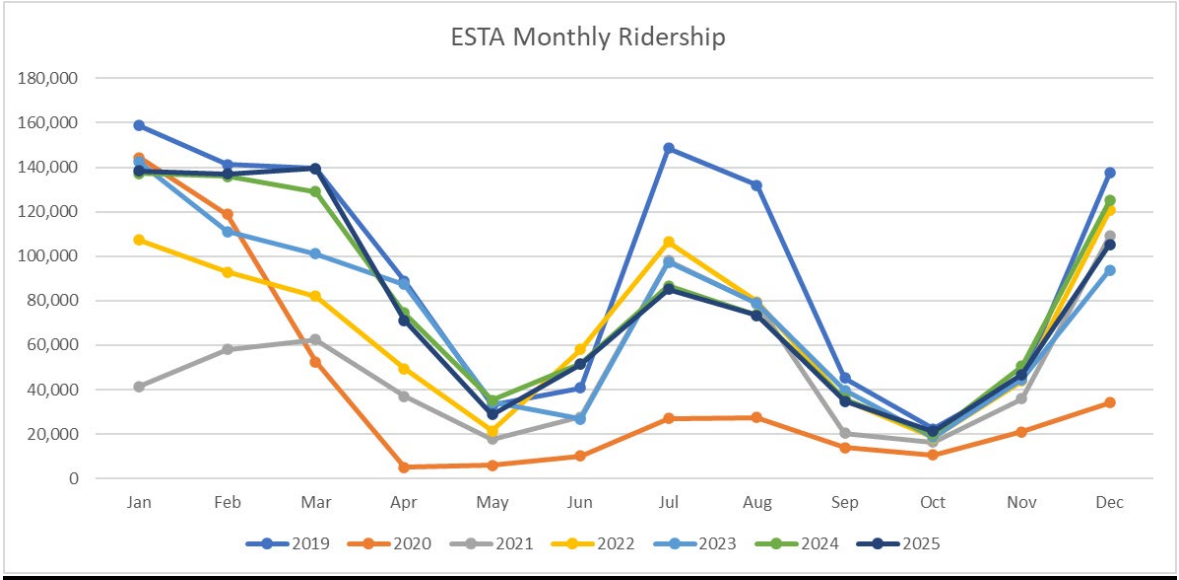
construction, ridership is strongly affected. Once the Reds Meadow Rd is fully open, a steep spike in ridership is expected.

October Ridership Report								
Route	2019	2020	2021	2022	2023	2024	2025	Change Current vs. Last year
Benton	54	6	5	14	11	9	5.00	-4
Bishop DART	3,792	2,439	2,762	3,590	3,646	3,904	3,942.00	38
Bridgeport-Carson	19	10	6	20	12	25	28.00	3
Lancaster	476	215	350	395	674	690	649.00	-41
Lone Pine-Bishop	289	158	228	291	328	391	382.00	-9
Lone Pine DART	473	312	396	501	465	581	674.00	93
Mammoth Fixed	15,620	6,795	11,569	12,191	12,125	12,340	11,095.00	-1,245
Mammoth DART	266	124	150	196	217	286	603.00	317
Mammoth Express	369	190	180	226	410	460	468.00	8
Night Rider	322	134	275	332	322	287	288.00	1
Reds Meadow	1,836	0	0	0	0	0	2,224.00	2,224
Reno	591	289	513	637	775	967	908.00	-59
Walker DART	27	12	5	16	17	66	70.00	4
Total	24,134	10,684	16,439	18,409	19,002	20,006	21,336	1,330

November Ridership Report								
Route	2019	2020	2021	2022	2023	2024	2025	Change Current vs. Last year
Benton	47.00	1.00	3.00	3.00	12.00	7.00	10.00	3
Bishop DART	3,229.00	2,110.00	2,175.00	3,321.00	3,686.00	3,649.00	3,612.00	-37
Bridgeport-Carson	22.00	7.00	11.00	15.00	14.00	9.00	27.00	18
Lancaster	581.00	273.00	460.00	824.00	570.00	881.00	567.00	-314
Lone Pine-Bishop	395.00	263.00	357.00	707.00	440.00	730.00	374.00	-356
Lone Pine DART	326.00	299.00	368.00	452.00	479.00	423.00	496.00	73
Mammoth Fixed	33,080.00	6,434.00	22,640.00	32,361.00	19,727.00	27,602.00	12,307.00	-15,295
Mammoth DART	395.00	79.00	175.00	148.00	180.00	181.00	544.00	363
Mountain Resort	435.00	251.00	289.00	376.00	476.00	434.00	27,198.00	26,764
Mammoth Express	339.00	108.00	191.00	199.00	359.00	327.00	514.00	187
Night Rider	0.00	0.00	0.00	18,622.00	0.00	16,150.00	279.00	-15,871
Reno	753.00	289.00	779.00	1,056.00	931.00	1,129.00	819.00	-310
Walker DART	98.00	22.00	5.00	8.00	19.00	69.00	73.00	4
Total	39,700	10,136	27,453	58,092	26,893	51,591	46,820	-4,771

December Ridership Report								
Route	2019	2020	2021	2022	2023	2024	2025	Change Current vs. Last year
Benton	33	4	2	14	11	7.00	5.00	-2
Bishop DART	3,816	2,284	2,936	3,354	3,832	3,399.00	3,859.00	460
Bridgeport-Carson	24	5	12	28	5	16.00	35.00	19
Lancaster	419	139	323	320	363	509.00	761.00	252
Lone Pine-Bishop	222	151	139	241	279	330.00	349.00	19
Lone Pine DART	417	415	390	381	413	489.00	736.00	247
Mammoth Fixed	24,999	4,565	15,366	20,326	18,977	24,313.00	23,735.00	-578
Mammoth DART	183	88	148	233	281	338.00	541.00	203
Mountain Resort	105,606	26,001	88,698	92,360	67,993	91,944.00	72,416.00	-19,528
Mammoth Express	630	178	369	502	469	666.00	804.00	138
Night Rider	404	78	192	308	324	293.00	203.00	-90
Other	1,806	0	1,597	1,890	1,983	1,606.00	832.00	-774
Reno	625	308	434	570	784	956.00	1,013.00	57
Walker DART	26	13	0	9	13	72.00	72.00	0
Total	139,210	34,229	110,606	120,536	95,727	124,938	105,361	-19,577

Historical Annual Ridership Data							
Year	2019	2020	2021	2022	2023	2024	2025
Jan	158,754	144,341	41,512	107,382	142,382	137,144	138,412
Feb	141,240	118,822	58,171	92,870	111,066	135,978	136,960
Mar	139,505	52,582	62,457	82,051	100,995	128,995	139,458
Apr	88,883	5,086	37,046	49,395	87,321	74,479	71,091
May	32,963	5,970	17,744	21,511	34,378	35,293	28,876
Jun	40,859	10,175	27,664	58,080	26,893	51,591	51,495
Jul	148,430	27,061	98,102	106,363	97,231	86,605	85,026
Aug	131,970	27,404	78,722	79,686	78,931	73,509	73,360
Sep	45,200	13,952	20,362	35,385	39,788	35,921	34,797
Oct	22,493	10,684	16,439	18,409	18,715	20,006	21,336
Nov	44,798	21,122	35,868	43,835	44,608	50,538	46,820
Dec	137,404	34,229	109,009	120,536	93,774	124,938	105,361
Total	1,132,499	471,428	603,096	815,503	876,082	954,997	932,992



**#14**

## **2026 Inyo STIP Proposal**

# SUMMARY OF 2026 RTIP/ITIP PROPOSALS BY COUNTY

(\$1,000's)

Inyo

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year						Project Totals by Component					
								Prior	26-27	27-28	28-29	29-30	30-31	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway & Local Road Improvement Projects:																			
Inyo LTC		1010	Planning, programming, and monitoring			Jan-25	180	180	0	0	0	0	0	0	180	0	0	0	0
Inyo LTC		1010	Planning, programming, and monitoring				200	200	0	0	0	0	0	0	200	0	0	0	0
Inyo County	loc	5062	State Line Road (FLAP)				1,721	0	0	1,721	0	0	0	0	1,721	0	0	0	0
Inyo LTC		1010	Planning, programming, and monitoring				463	0	200	200	63	0	0	0	463	0	0	0	0
Subtotal, Highway & Local Road Improvement Projects							2,564	380	200	1,921	63	0	0	0	2,564	0	0	0	0
Active Transportation Projects:																			
Subtotal, Active Transportation Projects							0	0	0	0	0	0	0	0	0	0	0	0	0
Total Programmed or Voted since July 1, 2024							2,564												
PROPOSED 2026 PROGRAMMING																			
Highway & Local Road Improvement Project Proposals:																			
Inyo County	loc	5062	State Line Road (FLAP)				-1,721	0	0	-1,721	0	0	0	0	-1,721	0	0	0	0
Inyo County	loc	5062	State Line Road (FLAP)				1,587	0	0	1,587	0	0	0	0	1,587	0	0	0	0
Bishop	loc	2658	East Line Street Bridge, replacement				2,415	0	115	2,300	0	0	0	115	2,300	0	0	0	0
Inyo LTC		1010	Planning, programming, and monitoring				-463	0	-200	-200	-63	0	0	0	-463	0	0	0	0
Inyo LTC		1010	Planning, programming, and monitoring				750	0	150	150	150	150	150	0	750	0	0	0	0
Subtotal, Highway Proposals							2,568	0	65	2,116	87	150	150	115	2,453	0	0	0	0
Active Transportation Project Proposals:																			
Inyo County	loc	2739	Tecopa Bicycle and Pedestrian Safety Corridor			new	2,075	0	509	0	1,566	0	0	213	1,566	166	130	0	0
Subtotal, Active Transportation Proposals							2,075	0	509	0	1,566	0	0	213	1,566	166	130	0	0
Total Proposed 2026 STIP Programming							4,643	0	574	2,116	1,653	150	150						
Notes:																			
RTIP adopted on November 13, 2025																			
Balance of STIP County Share, Inyo																			
Total County Share, June 30, 2025							3,207												
Total Programmed or Voted Since July 1, 2024							2,564												
Unprogrammed Share Balance							643												
Share Balance Advanced or Overdrawn							0												
Proposed New Programming							4,643												
Minimum							0												
Target							6,082												
Maximum							10,067												
Under (Over) Target							1,439												