



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Topic: Inyo County Local Transportation Commission Meeting

Time: May 27, 2026 08:30 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/88943737776?pwd=bCWycPIOfDb7XDjXJMgtW67mn2I0eN.1>

Meeting ID: 889 4373 7776

Passcode: 777896

One tap mobile

+16694449171,,88943737776#,,,\*777896# US

+16699009128,,88943737776#,,,\*777896# US (San Jose)

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

## May 27, 2026

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

1. Roll Call
2. Public Comment

## ACTION ITEMS

### 1. Consent Agenda

- a. Approve the minutes of the meeting of February 18, 2026.

- b. Approve Resolution No. 2026-01 LCTOP allocation request of \$31,613 for expansion of Dial-a-Ride services in Lone Pine to Saturdays.
  - c. Request Commission approve the Draft FY26-27 Overall Work Program as Final via minute order.
2. Request Commission consider leveraging STIP/LTF funds for City's Active Transportation Program (ATP) grant proposal, and approve via minute order
  3. Request Commission consider via minute order requesting that Caltrans initiate a Project Initiation Document on Truck Route to the east of the City of Bishop

**PRESENTATION 9:00 a.m.**

4. Presentation by DKS of the Caltrans Sustainable Transportation Planning Grant Funded - Inyo County Electric Vehicle Charging and Infrastructure Plan (ICEVCINP)
- 

**DISCUSSION ITEMS**

5. 2026 Unmet Transit Needs SSTAC meeting summary

**INFORMATIONAL ITEMS**

6. FY26-27 Transportation Development Act fund estimates
7. OWP Progress Report Q2
8. City of Bishop Report
9. ESTA Executive Director's Report  
Jarrett Chytka
10. Caltrans Report
11. Tribal Report
12. DVNP Report
13. USFS Report
14. Executive Director's Report
15. Reports from all members of the Inyo County LTC

**CORRESPONDENCE**

None

**ADJOURNMENT**

Adjourned until 8:30 a.m. Wednesday June 17, 2026, at Bishop City Council Chambers.

**UPCOMING AGENDA ITEMS**

Adopt 2026 Unmet Transit Needs

RSTP Appropriation and Allocation

FY26-27 TDA Appropriation and Allocation

- b. Approve Resolution No. 2026-01 LCTOP allocation request of \$31,613 for expansion of Dial-a-Ride services in Lone Pine to Saturdays.
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P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
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Michael Errante, Executive Director

## MINUTES

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

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

### **February 18, 2026**

#### **8:36 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  
Commissioner Will Wadelton

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

Justine Kokx LTC Transportation Planner  
Shannon Platt Inyo County  
Ben Downard Caltrans  
Nora Gamino City of Bishop  
Brian Adkins Bishop Paiute Tribe  
Hans Hoek Inyo County

#### **2. Public Comment**

None

## **ACTION ITEMS**

### **1. 2026 Election of officers**

\*Commissioner Muchovej nominated Commissioner Celeste Berg as Chair and was seconded by Vice-Chair Ray. A vote was called and approved unanimously.

Commissioner Marcellin then nominated Commissioner Jeffery Ray as Vice Chair and was seconded by Commissioner Wadelton. A vote was called and approved unanimously.

### **2. Consent Agenda**

a. Approve the minutes of the meeting of November 19, 2025.

\*Motion made by Commissioner Muchovej and seconded by Commissioner Marcellin; all in favor.

### **3. 9:00 a.m. Public Hearing for Amendment no.1 to the 2023 Regional Transportation Plan**

No Public Comment

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

Chair Berg requested incorporation of Project Status in all tables in the next RTP update

\*Motion made by Commissioner Muchovej and seconded by Vice Chair Ray; all in favor.

### **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.**

Nora Gamino reported that the City will be re-submitting its Cycle 7 proposal with a slightly different scope since the successful Silver Peaks Housing Project will be funding a couple of those segments. Most of the grant is already written, it will need to be revised with the assistance of the selected consultants.

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

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## **DISCUSSION ITEMS**

### **6. FY2026-2027 Overall Work Program Draft**

Commissioner Muchovej had a couple of questions regarding the 400.2 grants development Work Element; he wondered if \$50K was enough for that purpose. Justine replied that complementary Work Elements and PPM can be utilized to augment that amount. He also requested that public engagement regarding a truck bypass around Bishop be incorporated into the SS4A grant scope of work to develop the Safety Action Plan. Justine will ensure that the Scope includes a focused effort to obtain input and analyze the safety concerns regarding the City's truck volumes. He would like to make sure that there is scope in the overall work program for next year to incorporate those facets.

Commissioner Garcia requested that Caltrans provide an update to the LTC regarding the substantial truck traffic increase along US 395.

Commissioner Marcellin followed up with the issue of cut-through traffic impacting the Tribe as a direct result of the congestion on Main Street.

### **INFORMATIONAL ITEMS**

#### **7. FY23-24 financial audit report of the ICLTC**

Justine explained the material weakness that resulted from funds being accrued into the incorrect fiscal year(s). Staff will coordinate with the Auditor's staff to ensure that funds reconcile with the SCO reports moving forward.

Commissioner Muchovej would like to resume discussions regarding a leveraging funds account/reserve, and to get a clearer picture of the types and amounts of funds that can be used for leveraging. He is thinking about setting ourselves up so that when we have these proposals come through, we're not always relying on our STIP for matching funds.

The LTC fund balance is comprised of LTF funds, which can be used for planning, grants, project development, and monitoring purposes, not as matching funds for construction.

#### **8. Q1 & Q2 OWP Progress reports**

Commissioner Muchovej asked for a justification as to why the Pavement Management Program funds have not been expended. Response was that PMP work resumed in Q3, so there will be costs reflected next invoice.

#### **9. City of Bishop Report**

Nora Gamino reported that the West Line Water Main Replacement Project is out for bid right now with completion expected before July. In addition to that, the South Warren Improvement Project is ready to be advertised. However, with the Bishop Pavements Project going on, and a water line replacement project going on, all within the same consolidated block in town, this will need be delayed until the water main project is complete. The Silver Peaks project was funded, so the transportation components that were in the previous ATP application will be funded (sidewalks on East and West Yaney Street, as well as Spruce Street near the Senior Center). Big improvements coming on the wastewater treatment front: The City just signed an agreement with the State Water Board for \$2.4 million to bring in the planning and design for the new, Bishop Area Wastewater Treatment Plant. Also signed an agreement with USDA Rural Development to bring in \$4.7 million for sewer collection system rehabilitation. Also discussed coordination with Caltrans with water line replacement on Warren street due to Bishop Pavement project.

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

- Phil Moores' Executive Director Report

## **11. Caltrans Report**

District 9 – Ben Downard provided background on his role as Branch Supervisor is to work with Regional Transportation plans, OWP's and grants. Requested that folks pay attention to District media reports as they will contain a lot of updates regarding upcoming projects, road conditions, construction etc. District 9 is launching an update to the SR 14 and US395-6 Corridor Plans. The effort will take up to two years and will be very comprehensive. The topic generated discussion by Commissioners regarding freight traffic volume and the need for updated data. Concerns regarding Ems providers where they are housed on Main Street were brought up as something to consider. Ben also discussed the variety of methods used to collect traffic counts, freight volume, ITS systems, big data, etc., all of which will be used to inform the corridor plans. Ben also brought up the new traffic law AB 382 that impact speed limits around school zones – from 25 to 20, and future reductions to 15 mph. Commissioners mentioned the relevance to Main Streets, specifically in Lone Pine.

## **12. Tribal Report**

Bishop Paiute Tribe - Brian Adkins Tribal Urban Planner reported that his primary role to assist the Tribe with transportation, energy planning and zoning. He has been tasked with updating the Tribal Transportation Program (TTP), which is a funding agreement with the US federal government and BIA to inventory and prioritize transportation improvements on the Reservation. It is connected to the Long-Range Transportation Plan (LRTP) and the Transportation Implementation Plan (TIP), which is a shorter term action item list of specific projects. He has also been working on a variety of transportation-related projects, including the SCE Charge Ready Schools program, and Clean Mobility Options program. These programs have installed EV chargers, purchased two new ZEV vans, and through the CA Indian Manpower Consortium, the Tribe can conduct workforce training on the installation and maintenance of charging infrastructure. Other Agencies if available. Finally, he is working on updating the LRTP, which last updated 2019, and the Sustainable Communities Plan (SCP), from 2013, with a Caltrans STPG grant.

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

Justine Kokx reported on the status of the following grants and projects; SS4A, STIP – ATP-Tecopa and LP Town Streets.

Shannon Platt provided an update on the Brockman Bridge and Horseshoe Meadows Road.

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

Commissioner Wadelton wanted to thank the County and Caltrans for all their plowing work.

## **CORRESPONDENCE**

None

**ADJOURNMENT**

Adjourned at 9:51 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

## **STAFF REPORT**

Subject: Low Carbon Transit Operations Program FY 2025-26 Funds  
Initiated by: Dawn Vidal, Administration Manager

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### **BACKGROUND:**

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

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

### **ANALYSIS/DISCUSSION:**

LCTOP Funding has updated their payment method to two cycles. This request is for Cycle A. ESTA received \$132,121 for FY 24-25. Cycle A funding for FY 25-26 is \$85,864.

Eastern Sierra Transit is requesting FY 2025-26 Cycle A LCTOP funds from both the Inyo and Mono County LTCs to fund two projects: The expansion of Lone Pine DART service to include Saturday service for the Inyo County LCTOP funds. For Mono County, this will be the third year that the LCTOP funds will be reserved to purchase an electric Trolley to be used in the Town of Mammoth. This trolley will be fully ADA accessible. The Mono County electric trolley is anticipated to be purchased in 2028.

**FINANCIAL CONSIDERATIONS:**

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The allocation of funding from the State Controller’s office for the Eastern Sierra Region totals \$85,864 for Cycle A. Cycle B funds will be available later this year.

The Section 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year.

Mono County (99313)	\$ 21,329
Eastern Sierra Transit Authority (99314)	\$ 32,922
Inyo County (99313)	\$ 31,613
Total	\$ 85,864

**PROJECT COSTS:**

The proposed costs for the projects are below.

Mono County Electric Trolley	\$ 54,251
Lone Pine DART Expansion	\$ 31,613
Total	\$ 85,864

**RECOMMENDATION**

It is recommended that the Inyo County Local Transportation approve Resolution 2026- 01 allocating \$31,613 of FY 2025-26 Low Carbon Transit Operations Program (LCTOP) funds for Saturday Expansion of Lone Pine DART and to authorize the Eastern Sierra Transit Authority’s Executive Director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

RESOLUTION #2026-01

AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP), CYCLE A  
FOR THE FOLLOWING PROJECT(S):  
Saturday Lone Pine DART Expansion \$31,613

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** by the Inyo County Local Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2025-2026 LCTOP funds:

List project(s)

Project Name: Saturday Lone Pine DART Expansion

Amount of LCTOP funds requested: \$31,613

Short description of project: Saturday expansion of the Lone Pine DART service.

Benefit to Priority Populations: Project creates more transit opportunities for residents and visitors of the Lone Pine area. Service will promote more shared services and ability to use to transfer to community routes. Transit reduces criterial air pollutant or toxic air contaminant emissions in low-income communities.

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

APPROVED AND ADOPTED this 20th day of May 2026, by the following vote of the Inyo County Local Transportation Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Michael Errante  
Executive Director

Secretary of the Board

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



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante  
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: May 27 2026

SUBJECT: FY2026-2027 Overall Work Program

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

Every year the Inyo County Local Transportation Commission (ICLTC) is required to adopt an Overall Work Program. The OWP is a one-year scope of work and budget that provides a framework for transportation planning activities during the fiscal year. It is a summary of proposed work and estimated costs tied to specific available funding sources and transportation planning activities. The OWP is prepared in accordance with the 2017 Regional Planning Handbook and following the FY26-27 Regional Transportation Planning Agency Overall Work Program Guidance.

The OWP includes anticipated expenditures and descriptions of activities for five funding types that comprise the ICLTC budget. Rural Planning Assistance (RPA) funds are the largest portion, totaling \$315,500 (Plus rollover estimate \$78,000); Planning, Programming & Monitoring (PPM) funds totaling \$150,000 (FY24-25 & FY25-26); Transportation Development Act (TDA) funds for administration and audits, and transit-related activities, totaling an estimated \$184,428; Sustainable Transportation Planning Grant funds of \$197,422 for the Evacuation Route Resilience Plan (ERRP), and \$195,398 for the Safer Streets and Roads for All (SS4A) Safety Action Plan.

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

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

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

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

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

RTPAs can use up to 5 percent of STIP money for PPM. PPM can be used either for planning activities or for project development. There is \$150,000 in PPM funds available to the ICLTC in FY 2026-2027 as part of the 2026 State Transportation Improvement Program (STIP). The ICLTC has up to three years to use these funds. During FY26-27, we anticipate expending FY24-25 & FY25-26 PPM funds.

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

These funds are used for tasks necessary for the allocation of Transportation Development Act funds to eligible transit claimants. For many years the ICLTC has used the funds derived from the administration of the Transportation Development Act for general LTC-related indirect costs. TDA Administrative funds are also being set aside for the completion of the FY2024-2025 fiscal audit of the ICLTC.

## **Prior year work conducted:**

- 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 2023-2024 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 Kern Cog regarding STIP fund reconciliation and inter-county payback obligations.
- Participated in RTIP and STIP guideline workshops and development hearings.
- ICLTC participated at multiple community events to engage Tribal residents on the need for active transportation infrastructure on the Reservations and in the surrounding communities.
- Prepared and submitted SS4A, RTA, ATP and HSIP grant applications to advance safety and planning priorities.
- Supported transit funding applications in coordination with ESTA, including SB 125 submittals.

- Final implementation of STPG-funded planning efforts, including the EV Charging Infrastructure and Network Plan (ICEVCINP).
- Initiated implementation of a countywide Evacuation Route Resilience Plan through grant acceptance, OWP amendment, and procurement activities.

### **Next Year**

- Conduct 1/3 of the Pavement Management Program; continue to incorporate the assistance of AI technology.
- Continue to incorporate Pavement data into GIS system.
- Begin development of SS4A Action Plan (next steps - Master Agreement, consultant procurement)
- Continue development of the Evacuation Route Resilience Plan in coordination with stakeholders, consultant and public engagement.
- Completion of agendas and minutes for ICLTC meeting, completion of quarterly invoices, and development of quarterly reports to the ICLTC.
- Attend monthly & bi-monthly meetings of the Mono County LTC, RTPA and RCTF groups.
- Identify projects for upcoming RTIP
- Seek funding to implement recommendations of the ICEVCINP, e.g., County fleet conversion, ZEV charging installation at County facilities.
- Prepare grant applications for applicable programs, e.g., STPG, BUILD, FLAP, HSIP.
- Identification of future needs and opportunities for RTP implementation.
- Monitor progress and programming of local agency projects in current and future STIP cycles.
- Monitor the state of transportation funding considering the current State budget challenges.
- Request additional SB125 funds - Coordinate with ESTA on feasible project.
- The ongoing allocation of Local Transit Funds and State Transit Assistance funds to the Eastern Sierra Transit Authority.
- Collaborate with ESTA and Tribes with EV planning and identification of infrastructure needs
- Conduct 2027 Unmet transit needs in compliance with the Transportation Development Act
- Annual allocation of STA and LTF funds
- Project study reports for projects prioritized in the 2023 Regional Transportation Plan
- Pop-up's at various community and tribal events to gather input regarding active transportation needs, safety, transit, zero emission infrastructure siting, etc.
- Begin the four-year update to the Regional Transportation Plan (Due 2027).

Attachments: Caltrans District 9 comment letter & responses to comments  
Draft OWP incorporating requested edits



## FY 26-27 Draft OWP Comment Matrix – Inyo County Local Transportation Commission

<b>Comment:</b>	<b>Agency Response</b>	<b>Caltrans Response/Review</b>
<b>General Comments:</b>		
<p>ICLTC is commended for delivering a comprehensive and improved OWP that outlines transportation planning priorities and fosters collaboration with stakeholders, local jurisdiction, transit agencies, and Caltrans. We look forward to continued partnership. (HQ)</p> <p>The Agency is commended for including their grants into the OWP. Overall, the OWP is well done, and the agency should be commended.</p> <p>The funding sources table must identify the amount of funding going towards agency staff and their consultants. There needs to be a mention or show of a local match. OWP Funding Sources need to show a local match amount in each work element. (District 9)</p>	<p>Funding table updated to include staff &amp; consultant costs</p>	
<p><b>Carryover Funds</b></p> <p>As a reminder, RTPAs cannot carry over more than 25% of their annual RPA allocation, therefore, it is important that carryover funds are expended first.</p> <p>Please revise the Budget Revenue Summary, and Work Element Financial Tables accordingly to include an RPA carryover estimate for fiscal year 2025-2026. (HQ)</p> <p>Please show that carryover funds are \$0 or NA for work elements that do not have any carryover.</p>	<p>Budget Revenue Summary already included RPA carryover estimate.</p> <p>Carryover funds identified as \$0 or N/A in applicable Work Elements</p>	
<p><b>Public Involvement</b></p> <p>ICLTC is commended for making public participation and stakeholder engagement an integral component of its regional transportation planning process. Please provide a link in this section to the Public Participation and Stakeholder</p>	<p>N/A. Updated page 9 with enhanced public participation process to align with SSTAC and grant proposal efforts.</p>	



## FY 26-27 Draft OWP Comment Matrix – Inyo County Local Transportation Commission

<b>Comment:</b>	<b>Agency Response</b>	<b>Caltrans Response/Review</b>
Engagement Plan. If ICLTC does not have Public Participation Engagement Plan, it is recommended that one be created, as it would benefit future grant applications. (HQ)		
<p><b>California Transportation Plan</b> It is recommended in the introduction or within work elements, include a discussion of how the RTPA is using the California Transportation Plan (CTP) 14 recommendations, the California Rail Plan, and District and Statewide Transit Plans to guide its planning activities. This would benefit future grant applications. <a href="#">California Transportation Plan 2050 - 14 Recommendations</a> (HQ)</p>	See page 11	
<p><b>California Transportation Plan (CTP) 14 Recommendations</b> It is recommended to include a narrative, table, matrix, or other diagram showing which Work Elements accomplish the CTP 14 recommendations, found in the <a href="#">CTP 2050</a> that would be of benefit to future grant applications. While this is not required it is strongly encouraged. (HQ)</p>	See page 11-12	
<p><b>Table of Contents</b> Ensure Work Element (WE) names in the Table of Contents align with those in the OWP. If an abbreviated Work Element name is needed in the OWP or Budget Revenue Summary, first spell out the full name in the Table of Contents, followed by the abbreviation in parentheses (e.g., Work Element (WE)), (600.1). (HQ)</p>	???. They are aligned and spelled out.	
<p><b>Planning Emphasis Areas</b> Please remove the Planning Emphasis Areas from the introduction as these have been rescinded by our federal partners. (HQ)</p>	Completed	
<p><b>All Work Elements</b> <b>Task Schedules:</b></p>		



## FY 26-27 Draft OWP Comment Matrix – Inyo County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
<p>Ensure that all tasks in the FY 25-27 Overall Work Program (OWP) include schedules specifying both the start and anticipated completion dates. This will provide clarity on the timeline for each task. An estimated start month and year date should be provided for all work elements.</p> <p><b>Final Product Reminder:</b> Proposed final products must consist of tangible deliverables that directly result from the tasks and activities outlined in the work element. These deliverables should be achievable within the FY 26-27 OWP timeframe and submitted to Caltrans at the conclusion of the Fiscal Year.</p> <p><b>Alignment and Regional Planning Nexus Reminder:</b> All tasks, schedules, and final products must align with and support the development of the identified end products. Additionally, they should demonstrate a clear regional planning nexus. Please revise the Work Element as necessary to ensure clarity, alignment, and compliance with these requirements. (HQ)</p>	<p>Replaced "ongoing" with "FY 2026-2027", and "Q1" with "July-September 2026", etc.</p> <p>Incorporated additional tangible deliverables throughout the Work Elements.</p> <p>Updated multiple Work Elements to ensure alignment between among tasks, final products and regional planning nexus.</p>	
Work Element Specific Comments:		
<p>Each work element should have a page break to differentiate between elements (alignment of all pages should be consistent). (HQ)</p> <p>700.1 Work element title should match initial list of work elements</p>	<p>Done</p>	



FY 26-27 Draft OWP Comment Matrix – Inyo County Local Transportation Commission

Comment:	Agency Response	Caltrans Response/Review
on page 14. 800.1 & 800.2 (District 9)		
<b>Caltrans Recommendations:</b>		
<p>It would be of benefit for the Agency to include concerns/ issues and more in-depth descriptions, with work elements associated with various planning activities. (What activities are being addressed? Freight, air, highways, air quality, etc.) If this was deliberate, is there a reason for the removal? (HQ)</p> <p>We would like to see more about the issues facing the County, of which there are many. And additional details of goals that, if obtained, would address these issues. (HQ)</p> <p><b>RTPA decision-making steps</b> - Some of the steps are implied, however, identifying these steps in applicable work elements is recommended. (District 9)</p>	<p>Added a section "Transportation Challenges" and incorporated discussion of challenges in WE's.</p>	
<p><b>Caltrans Office of Air Quality and Resiliency Planning</b>  <b>Air Quality Conformity</b>            While this is not mandated, we recommend a statement regarding air quality conformity be included. Regarding the conformity elements included in the OWP, we recommend Inyo County include a list of the NAAQS for which their region is designated non-attainment and/or attainment/maintenance by U.S. EPA, including the year (ie. 8-Hour Ozone (2008)) and classification. Please refer to U.S. EPA's Greenbook:  <a href="https://www3.epa.gov/airquality/greenbook/anayo_ca.html">https://www3.epa.gov/airquality/greenbook/anayo_ca.html</a></p>	<p>See page 10</p>	

# OVERALL WORK PROGRAM

## Fiscal Year 2026-2027

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INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Approved , 2026, via Minute Order -, 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

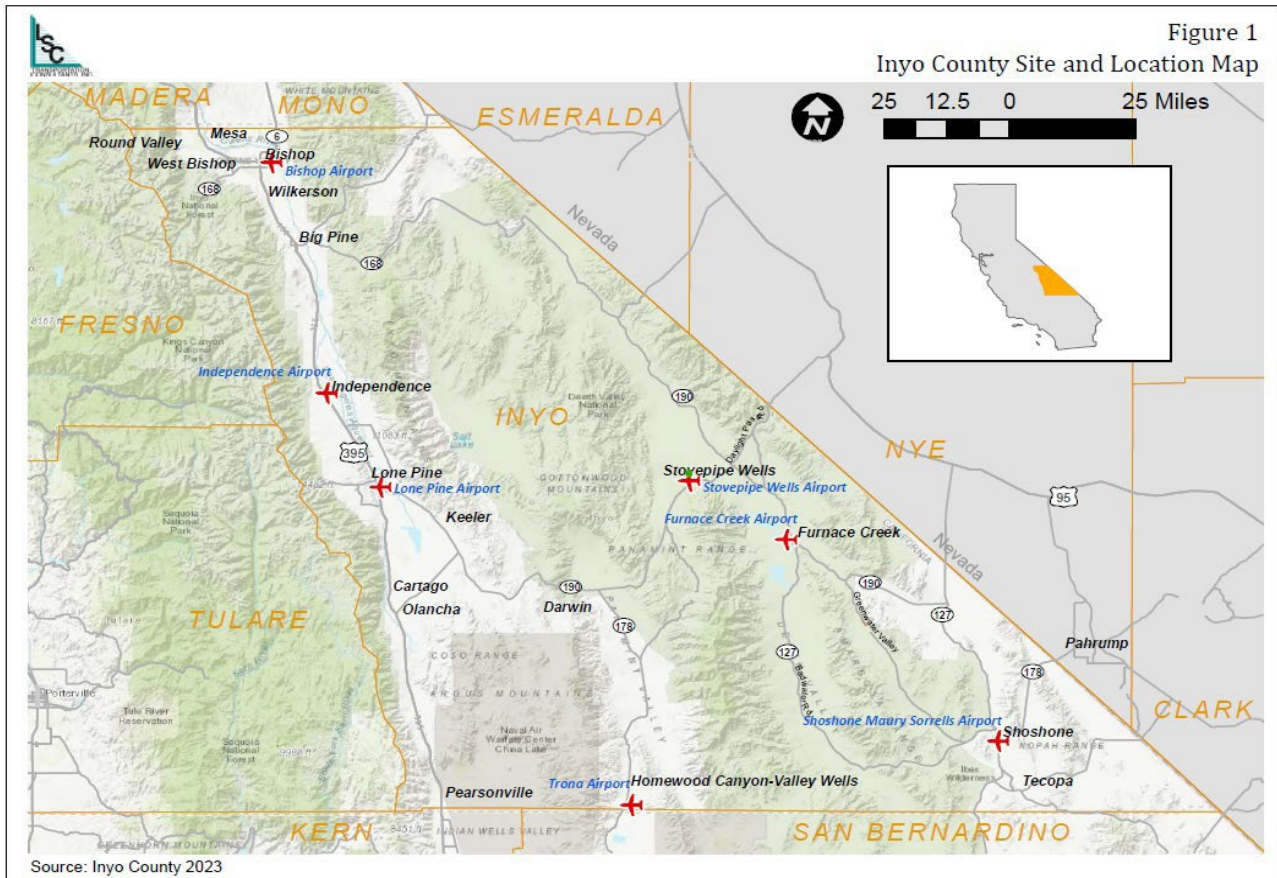


Figure 1 Boundary, Inyo County Local Transportation Commission

## TRANSPORTATION CHALLENGES

Inyo County’s transportation system faces unique challenges associated with its rural character, large geographic scale, limited roadway redundancy, and extensive federal land ownership. Communities are separated by long travel distances and rely heavily on a limited number of regional transportation corridors for access to employment, medical services, education, goods movement, recreation, and emergency evacuation.

Additional transportation challenges include aging infrastructure, limited local funding capacity, climate and weather-related impacts to roadway infrastructure, high-speed rural safety concerns, transit accessibility in sparsely populated areas, increasing recreational visitation, and the need for continued coordination among local jurisdictions, Tribal Governments, Caltrans, transit providers, and federal land management agencies.

Inyo County’s limited tax base, vast geographic scale, challenging topography, and distance from major urban centers underscore the unique resource and funding constraints faced by rural counties relative to larger urban jurisdictions.

## 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.

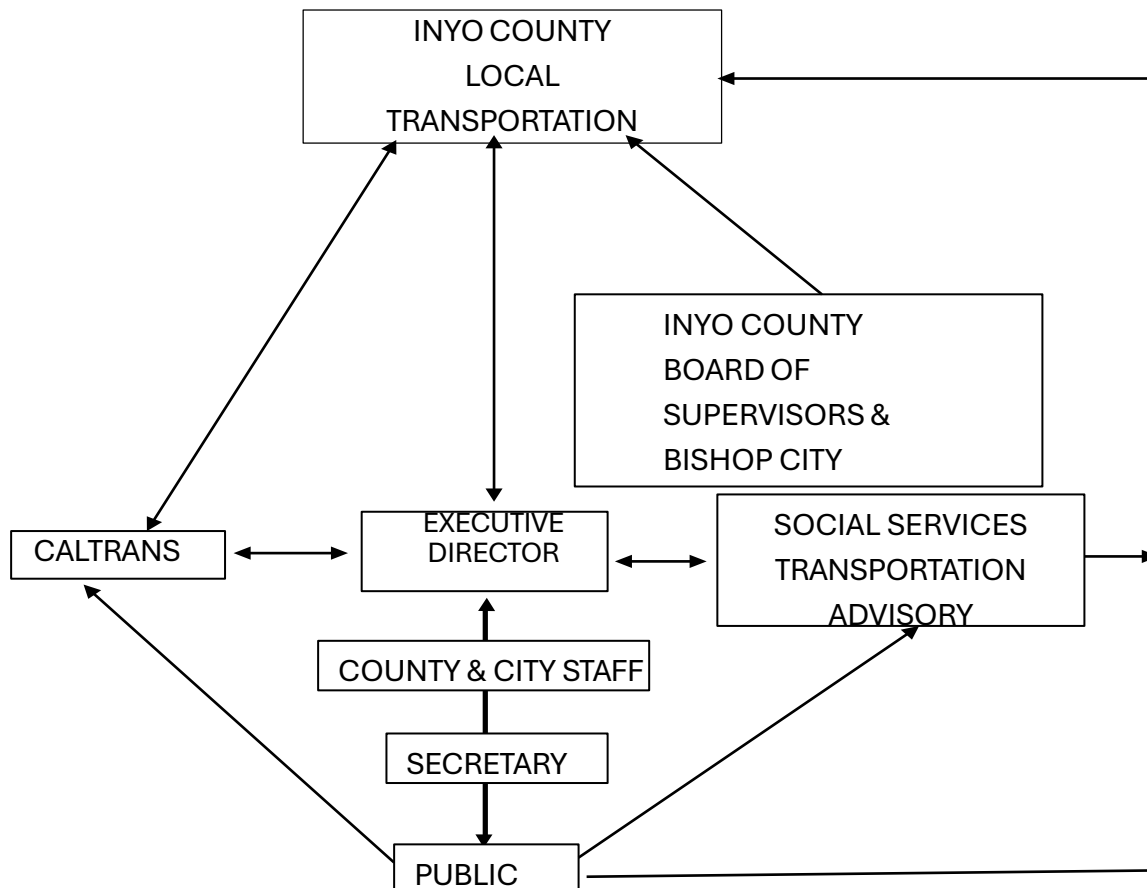
Public transit services within Inyo County are provided by the Eastern Sierra Transit Authority (ESTA), a Joint Powers Authority consisting of Inyo County, Mono County, the city of Bishop, and the Town of Mammoth Lakes. The ICLTC coordinates closely with ESTA on transit planning activities, funding allocation,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

Commissioner	Governmental Body Represented
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.

<b>Table 1.2 Staff, Inyo County Local Transportation Commission</b>	
<b>Staff Member</b>	<b>Title &amp; Agency</b>
Michael Errante	ICLTC Executive Director
Justine Kokx	Senior Transportation Planner, Inyo County
Vacant	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 (OBBB) 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 of a proposal to the Active Transportation Grant Program for safety improvements to County maintained roads on the Reservation. The ICLTC, Tribes and Inyo County participated in the 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 on safety with participation often centered on corridors, or funding decisions. The ICLTC employs a variety of outreach methods to ensure opportunities for public review and comment are accessible and meaningful. While the ICLTC does not have a formal public participation and engagement plan, it employs the SSTAC process as a framework, utilizing the expertise of stakeholders to inform an issue, followed by public outreach and engagement via workshops, pop-ups and public meetings to ensure the communities affected by policies and/or projects have opportunities to further inform and shape the topic(s) at hand.

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 2023-2024 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.

## REGIONAL PLANNING PRIORITIES

The ICLTC integrates applicable regional planning priorities 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 priorities 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.

### **Air Quality**

Air quality concerns within Inyo County include particulate matter impacts associated with Owens Valley dust conditions, emissions from regional travel corridors, wildfire smoke, and seasonal transportation activity. Inyo County operates as a partial nonattainment/maintenance area under the Clean Air Act. While a majority of the county meets federal and state air quality benchmarks, specific pockets in the vicinity of the Owens Valley do not consistently meet PM-10 (Particulate Matter up to 10 micrometers in size) federal standards. Inyo County is classified as either in Attainment or Unclassified for all other criteria pollutants governed by the National Ambient Air Quality Standards (NAAQS), including Ozone, PM 2.5, and Carbon Monoxide

[https://www3.epa.gov/airquality/greenbook/anayo\\_ca.html](https://www3.epa.gov/airquality/greenbook/anayo_ca.html)

As a rural RTPA, the ICLTC is not subject to federal transportation conformity requirements. However, air quality considerations, including efforts to minimize emissions from transportation sources and support compliance with particulate matter and ozone standards, are incorporated into transportation planning activities, including project development, multimodal planning, and coordination with state and federal partners.

### **California Transportation Plan (CTP) 14 Recommendations**

The FY 2026–2027 Overall Work Program supports implementation of the statewide goals and recommendations identified in the California Transportation Plan (CTP) 2050 through coordinated regional transportation planning, project development, system preservation, safety planning, transit coordination, and resilience activities appropriate to Inyo County’s rural context. The following table 1.3 shows the applicable Work Elements that accomplish CTP 14 recommendations.

Table 1.3

<b>CTP 2050 Recommendation</b>	<b>Relevant FY 2026–2027 OWP Work Elements</b>	<b>Relationship to OWP Activities</b>
Improve Safety and Public Health	400.1, 700.1, 800.1, 800.2	Supports development of safety projects, collision analysis, evacuation planning, Complete Streets coordination, and implementation of the Local Road Safety Plan and SS4A Safety Action Plan.
Advance Equity and Environmental Justice	300.1, 310.1, 500.1, 510.1	Supports outreach to underserved populations, Tribal coordination, transit accessibility, and inclusive transportation planning processes.
Strengthen Climate Resilience and Adaptation	400.1, 600.1, 700.1, 800.1	Supports resilience planning, emergency evacuation route planning, system preservation, pavement management, and climate adaptation considerations in project development.
Support Sustainable and Multimodal Transportation	300.1, 310.1, 400.1, 510.1	Supports transit coordination, bicycle and pedestrian planning, multimodal connectivity, and planning for alternative fuel and zero-emission transportation systems.
Improve System Reliability and Performance	200.1, 400.1, 600.1, 700.1	Supports project monitoring, asset management, pavement management systems, data analysis, and transportation system performance evaluation.
Enhance Accessibility and Connectivity	300.1, 310.1, 500.1, 510.1	Supports interregional transit coordination, access to rural communities and public lands, and multimodal mobility improvements.
Promote Economic Vitality and Freight Movement	200.1, 400.1, 500.1	Supports freight corridor coordination, RTIP development, regional connectivity, tourism access, and economic competitiveness through transportation investment.
Foster Collaboration and Partnership	100.1, 500.1, 510.1, 700.1	Supports coordination with Tribal Governments, Caltrans, ESTA, federal land management agencies, neighboring RTPAs, and local jurisdictions.
Improve Emergency Preparedness and System Security	700.1, 800.1	Supports evacuation route planning, emergency coordination, and identification of transportation system vulnerabilities.
Utilize Data-Driven Decision Making	400.1, 600.1, 700.1	Supports use of SWITRS, pavement management systems, GIS analysis, traffic and safety data, and performance measures to guide investment decisions.

## **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.

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

The FY 2026–2027 OWP is intended to address a variety of transportation challenges through coordinated transportation planning, project development, system preservation, multimodal safety improvements, resilience planning, transit coordination, and strategic pursuit of state and federal funding opportunities.

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 Inyo County Evacuation Route Resilience Plan
- 800.2 Safe Roads and Streets for All (SS4A)

## WORK ELEMENT 100.1 Compliance and Oversight

### 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. 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.

**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 technical memoranda, correspondence and documentation of transportation planning activities (*ICLTC staff*)
- Provide coordination and assistance to 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 Estimate (FY2025/2026)	\$28,000
<b>TOTAL</b>	<b>\$98,000</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. *(July 2026-June 2027, ICLTC staff)*
- Prepare and process OWP amendments, as needed, to reflect funding adjustments, schedule changes, or revised planning priorities. *(July 2026-June 2027, ICLTC staff)*
- Prepare, process, and administer the OWPA in coordination with Caltrans. *(July 2026-June 2027, 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. *(January 2027-June 2027, ICLTC staff)*
- Prepare and present quarterly OWP progress reports to the ICLTC and submit required reports to Caltrans. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff)*
- Maintain OWP-related records and documentation in accordance with applicable requirements. *(July 2026-June 2027, ICLTC staff)*
- Facilitate public input and participation related to OWP development and amendments, as applicable. *(July 2026-June 2027, 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 FT 2027/2028 OWPA
- Quarterly reimbursement invoices and supporting documentation.
- Final OWP expenditure and certification reports for the prior fiscal year.

- Executed OWP for FY27-28 and Caltrans concurrence records

**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)	\$0
<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. *(July 2026-June 2027; ICLTC staff)*
- Monitor progress and programming of local agency transportation projects in current and future STIP cycles. This task does not include project management. *(July 2026-June 2027; ICLTC staff)*
- Coordinate with the ICLTC, Caltrans, project-implementing agencies, and advisory committees regarding identification and planning of future projects for STIP inclusion. *(July 2026-June 2027; ICLTC staff)*
- Implement and administer the adopted 2026 STIP. *(July 2026-June 2027; 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 *(July 2026-June 2027; ICLTC staff)*
- Attend CTC meetings, Caltrans coordination meetings, and related hearings as necessary to support STIP implementation. *(July 2026-June 2027; ICLTC staff)*
- Maintain RTIP-related records and documentation in accordance with applicable requirements. *(July 2026-June 2027; 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 logs, milestone tracking tables, programming adjustment documentation, and coordination memoranda supporting RTIP and STIP implementation.

**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)	\$0
<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. Tasks for this work element involve tracking TDA funds, ensuring claims meet TDA requirements, monthly distributions, audits and reporting.

**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. *(July 2026-June 2027; ICLTC staff)*
- Conduct the annual Unmet Transit Needs process, including coordination with transit providers and development of findings to address identified unmet needs. *(January 2027-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-December 2026; ICLTC staff)*
- Implement applicable recommendations identified in the triennial performance audits of the ICLTC and ESTA. *(July 2026-June 2027; ICLTC staff)*
- Administer the TDA, including oversight of allocations, compliance, and reporting requirements. *(July 2026-June 2027; ICLTC staff)*
- Maintain financial records documenting expenditures, allocations, and reimbursements of TDA funds. *(July 2026-June 2027; ICLTC staff)*

- Administer indirect overhead costs associated with TDA administration, including County Cost Plan allocations, liability insurance, and workers' compensation. *(July 2026-June 2027; ICLTC staff)*
- Allocate and administer funding for transit grant programs, including the Low Carbon Transit Operations Program (LCTOP) and Senate Bill 1 SGR Program. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff and ESTA staff)*
- Provide public interaction and respond to inquiries related to transit services and TDA administration through the ICLTC office. *(July 2026-June 2027; 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.
- Meeting summaries, technical memoranda, and planning documentation supporting coordination with ESTA and Tribal Governments related to zero-emission transit vehicles and supporting infrastructure.
- 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)	\$0
<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.

Key challenges for Inyo County transit providers include meeting the needs of a dispersed population with long travel distances, limited ridership base, and transit access for medical services and seniors.

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. *(July 2026-June 2027; ICLTC staff)*
- Consult with transit providers to verify coordination of services and identify opportunities to improve efficiency and service delivery. *(July 2026-June 2027; ICLTC staff)*
- Evaluate existing transit services and recommend adjustments to better address identified transportation needs. *(July 2026-June 2027; ICLTC staff)*
- Present transit coordination findings and recommendations to the ICLTC. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff)*

- Utilize the Coordinated Public Transit–Human Services Transportation Plan as a reference in the allocation of TDA funds. *(April 2027-June 2027; ICLTC staff — TDA-eligible task)*
- Assist ESTA with planning-related activities associated with updates to the Short-Range Transit Plan. *(July 2026-June 2027; ICLTC staff)*
- Coordinate and consult with the five Tribal Governments regarding transit planning, coordination, and service needs. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*
- Provide public interaction and respond to inquiries related to transit services through the ICLTC office. *(July 2026-June 2027; ICLTC staff)*
- Evaluate transit strategies and service options to improve access to recreational destinations and trailheads, including consideration during the Unmet Transit Needs process. *(April 2027-June 2027; ICLTC staff)*
- Support planning efforts related to the transition to alternative fuel and zero-emission transit vehicles and supporting infrastructure. *(July 2026-June 2027; ICLTC staff)*

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

- SSTAC agendas, meeting minutes, public hearing records, findings documentation, and adopted Unmet Transit Needs determinations.
- Adopted 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.
- Technical documentation related to planning for zero-emission and alternative fuel transit vehicles and fueling infrastructure, in coordination with ESTA and regional partners.
- Completed Senate Bill 125 allocation request materials, reporting packages, supporting correspondence, and adopted Commission actions related to transit funding coordination.

**ESTIMATED BENCHMARKS:**

- 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)	\$0
<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. Key transportation challenges in Inyo County include limited roadway redundancy, aging infrastructure, safety concerns on rural and state highway corridors, limited multimodal facilities, and vulnerability to extreme weather events. Planning activities identified in this OWP are designed to address these challenges through project development, data-driven prioritization, interagency coordination, and competitive grant funding.

Core transportation challenges are related to geographic isolation, lack of roadway redundancy, aging infrastructure, and a very small tax base. The lack of bicycle and pedestrian infrastructure is an emerging concern as interest in active transportation is rising, and funding is difficult to come by. Increasing truck traffic is a safety concern along US 395 where it doubles as “Main Street” bisecting tiny Inyo County communities. Lack of connection between communities and among existing communities east to west are a primary concern among residents.

Limited staffing resources require prioritization of planning activities and strategic pursuit of competitive funding opportunities. Project development potential is evaluated based on safety, readiness, funding eligibility, and consistency with the RTP and regional priorities, and capacity to manage the administrative burden of a potential funding source. Activities include preparation and review of 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, as well as with Inyo County Planning Department’s Sustainable Transportation Planning Grant (STPG) for the Big Pine Corridor Plan (pending review). Coordinated with the Bishop Paiute

Tribe on the Cycle 8 Active Transportation Program proposal. ICLTC staff 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 IIJA, OBBB, SB1, Road Repair and Accountability Act of 2017, ATP, HSIP, Climate Adaptation Planning Program, RSTP, and other applicable funding sources. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff)*
- Ensure that safety and security considerations are incorporated into the planning and evaluation of alternatives for proposed transportation projects. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*
- Participate in and support planning activities related to access, circulation, and safety at the Bishop Airport, as appropriate. *(July 2026-June 2027; ICLTC staff)*
- Prepare meeting summaries, stakeholder input documentation, and planning recommendations resulting from public meetings, workshops, and transportation studies. *(July 2026-June 2027)*
- Informed by the aforementioned task, identify local and regional projects suitable for future grant applications. *(July 2026-June 2027; ICLTC staff/consultant)*
- Utilize performance measures to support evaluation, prioritization, and selection of transportation planning and project development activities. *(July 2026-June 2027; ICLTC staff/consultant)*
- Coordinate and consult with the five Tribal Governments on project development activities and upcoming grant opportunities. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*
- Consider safety impacts of increasing cut-through traffic on the Bishop Paiute Reservation and explore the potential to install traffic calming elements at key locations.

- 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff)*

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

- Project development and prioritization documentation supporting implementation of the adopted RTP, including planning-level analyses and technical documentation.
- 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 adopted findings submitted to the CTC, as applicable.
- Project monitoring records, technical documentation, milestone tracking, and status updates for state and local transportation projects, including projects along U.S. Route 395.
- Grant application packages and supporting documentation for programs such as the HSIP, FLAP, ATP, STPG, and other applicable funding programs.
- technical documentation utilizing collision data, performance measures, and planning-level evaluations to support safety-focused project development.
- Data summaries and inventories related to pedestrian, bicycle, ADA, and safety infrastructure needs.
- Coordination materials related to projects involving Federal Land Management Agencies, Tribal Governments, airport access and circulation, and recreational and OHV access planning.
- Analyses supporting alternative fuel and zero-emission vehicle infrastructure, including regional coordination with Caltrans, ESTA, neighboring counties, and partner agencies.
- Transportation project prioritization matrices and project readiness tracking tools.
- 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.

- Development and refinement of PSRs and other planning-level project documentation, as needed, with anticipated initiation and advancement, 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.
- 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.
- 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.
- Meeting summaries related to airport access planning, recreational and OHV access, wildlife safety considerations, and federal land access, conducted.
- Planning and coordination activities supporting the transition to alternative fuel and zero-emission vehicles, including evaluation of potential infrastructure siting and regional coordination.
- Presentation of project status updates, recommendations, and funding strategies to the ICLTC.

**ESTIMATED COMPLETION DATE:**

**FUNDING:**

<b>BUDGET FOR WE 400.1</b>	
RPA Funding	\$75,000
RPA Carryover (FY2025/2026)	\$50,000
<b>TOTAL</b>	<b>\$125,000</b>

## WORK ELEMENT 400.2 Development of Grant Proposals

**PURPOSE:** This Work Element builds upon and complements 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. Coordinated 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)

Work during the previous 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 IJJA, OBBB, SB 1, Road Repair and Accountability Act of 2017, ATP, Reconnecting Communities Program, STPG, Clean California, BUILD, FLAP, RTA, SS4A and HSIP. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*

- Ensure that safety, connectivity, and Complete Streets principles are incorporated into the development of grant proposals for local and Caltrans projects. *(July 2026-June 2027; 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. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*
- Participate in and support planning activities related to access, circulation, and safety at the Bishop Airport, as appropriate. *(July 2026-June 2027; ICLTC staff)*
- Participate in public meetings, workshops, and transportation studies to identify and match local and regional projects with appropriate funding opportunities. *(July 2026-June 2027; ICLTC staff/consultant)*
- Utilize performance measures to evaluate, prioritize, and refine projects for potential grant submittal. *(July 2026-June 2027; ICLTC staff/consultant)*
- Coordinate and consult with the five Tribal Governments regarding project advancement and grant development activities. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*
- Review Countywide, Citywide, and regional active transportation and community plans to identify projects suitable for advancement through grant funding. *(July 2026-June 2027; 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. *(July 2026-June 2027; ICLTC staff/consultant)*

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

- 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.
- Complete and submit 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 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.
- Grant packages and 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:**

- Identification and refinement of candidate projects for grant funding as opportunities arise, based on adopted regional and local plans and emerging funding programs.
- Collaboration with local agencies, Tribal Governments, Caltrans, and regional partners to advance project concepts and develop competitive grant applications.
- 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.
- Completion of planning-level project development activities, including scopes, cost estimates, schedules, and supporting technical documentation, in advance of grant submittals.
- Development of safety analysis and supporting data documentation for grant applications, including use of collision data and performance-based evaluation measures.
- Conduct community and Tribal engagement activities supporting grant development, including meetings, outreach, and coordination documentation, as required by individual funding programs.
- Coordination with consultants, where applicable, to support project development and grant preparation activities.
- Advancement of select projects toward shovel-ready status, subject to funding availability, agency coordination, and program requirements.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 400.2</b>	
RPA Funding	\$50,000
RPA Carryover (FY2025/2026)	\$0
<b>TOTAL</b>	<b>\$50,000</b>

## 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. *(July 2026-June 2027, ICLTC staff)*
- Attend RTPA and RCTF meetings to support statewide and rural transportation policy coordination. *(July 2026-June 2027, ICLTC staff)*
- Encourage and support public participation in regional transportation planning processes, including coordination with Caltrans, local agencies, Tribal Governments, and traditionally underrepresented populations. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff)*
- Meet 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. *(July 2026-June 2027, ICLTC staff/consultant)*
- Collaborate 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. *(July 2026-June 2027, ICLTC staff)*
- Partner with Tribal Governments on grant applications for transportation facilities providing access to Tribal lands and communities. *(July 2026-June 2027, ICLTC staff/consultant)*

- Engage with the Bishop Paiute Tribe to collaborate on development of a Cycle 8 ATP grant application. *(July 2026-June 2027, ICLTC staff)*
- Continuing development and refinement of policies, criteria, and guidelines for prioritizing regional transportation projects and leveraging discretionary funding opportunities, including strategies incorporated into the RTP. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff/consultant)*
- Participate in Intelligent Transportation Systems (ITS) training and serve as a technical advisory committee member for Caltrans ITS studies, as applicable. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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.
- Meeting summaries with Tribal Governments on transportation funding opportunities, including Indian Reservation Road inventory coordination and grant application development for access routes serving Tribal lands.
- Planning recommendations 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.
- Technical documentation related to emerging transportation technologies, including alternative fuel and zero-emission vehicle planning and regional consortium activities.

**ESTIMATED BENCHMARKS:**

- 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, 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
RPA Carryover (FY2025/2026)	\$0
<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. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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. *(July 2026-June 2027, 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. *July 2026-June 2027, 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. *(July 2026-June 2027, 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.

- Technical 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:**

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

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

<b>BUDGET FOR WE 510.1</b>	
RPA funding	\$50,000
RPA Carryover (FY2025/2026)	\$0
<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. *(July 2026-June 2027, ICLTC staff/consultant)*
- Coordinate with City and County Public Works staff to verify roadway attributes, treatment histories, and pavement condition updates. *(July 2026-June 2027, ICLTC staff/consultant)*
- Coordinate and support pavement condition surveys, including PCI data collection and validation, as funding and resources allow. *(July 2026-June 2027, ICLTC staff/consultant)*
- Incorporate traffic count data and roadway functional classification information into PMP analyses. *(July 2026-June 2027, ICLTC staff/consultant)*
- Maintain and update GIS layers for roadway networks, funded projects, pavement condition, and capital improvement locations. *(July 2026-June 2027, ICLTC staff/consultant)*
- Develop and refine GIS-based maps and visual tools to support planning, reporting, and public communication. *(July 2026-June 2027, ICLTC staff/consultant)*
- Use PMP outputs to support development and refinement of capital improvement priorities for the RTP and RTIP. *(July 2026-June 2027, ICLTC staff/consultant)*

- Provide pavement condition and performance data to support grant applications and funding justification. *(July 2026-June 2027, ICLTC staff/consultant)*
- Monitor system performance trends and life-cycle cost scenarios to support long-term investment planning. *(July 2026-June 2027, ICLTC staff/consultant)*
- Prepare summaries, technical memoranda, and supporting documentation for ICLTC and partner agencies, as needed. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff/consultant)*
- Support data sharing efforts related to RTP, RTIP, and State performance management frameworks. *(July 2026-June 2027, ICLTC staff/consultant)*

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

- Updated GIS mapping layers, pavement condition datasets, and system inventory maps.
- GIS-based roadway and project maps illustrating pavement condition, funded projects, and capital improvement priorities.
- Funding tracking spreadsheets
- Pavement condition summaries and performance trend documentation to support RTP and RTIP development and reporting.
- Technical memoranda and datasets supporting grant applications, funding justification, and project prioritization.
- Meeting summaries with City, County, Caltrans District 9, and regional partners.
- RTP amendment documentation.

**ESTIMATED BENCHMARKS:**

- PMP database maintenance and roadway inventory updates.
- Pavement condition data integration and validation, as surveys or updates are conducted.
- GIS layer updates and project mapping for funded and planned roadway improvements.
- RTP, CIP and RTIP support activities using PMP data, including performance summaries and prioritization inputs.
- Interagency coordination and data sharing with regional partners.

**ESTIMATED COMPLETION DATE:** June 2027

**FUNDING:**

BUDGET FOR WE 600.1	
RPA funding	\$35,500
RPA Carryover (FY2025/2026)	\$0
<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. *(July 2026-June 2027, ICLTC staff)*
- Review and process allocation, extension, and amendment requests from project-implementing agencies. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff)*
- Track obligations, expenditures, and project milestones in coordination with Caltrans and local agencies. *(July 2026-June 2027, ICLTC staff)*
- Assist project sponsors with preparation and submittal of required programming, allocation, and reporting documentation to Caltrans and the CTC. *(July 2026-June 2027, ICLTC staff)*
- Coordinate with Caltrans on state highway projects, including Project Initiation Documents (PIDs) and related programming activities. *(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff, consultant)*

- Collect and manage data to support performance measures and planning requirements under MAP-21, FAST Act, and IIJA. *(July 2026-June 2027, ICLTC staff)*
- Monitor State and Federal transportation funding programs, including IIJA-related initiatives, and evaluate opportunities applicable to Inyo County and regional partners. *(July 2026-June 2027, ICLTC staff)*
- Coordinate grant and programming activities across applicable Work Elements to ensure alignment with funding requirements. *(July 2026-June 2027, ICLTC staff)*
- Participate in RTPA, RCTF, CTC, STIP workshops, and Caltrans local assistance and policy training meetings. *(July 2026-June 2027, ICLTC staff)*
- Coordinate with regional partners to support statewide and rural transportation planning initiatives. *(July 2026-June 2027, ICLTC staff)*
- Support outreach and coordination activities to gather community and stakeholder input related to funding priorities, project development, and grant opportunities. *(July 2026-June 2027, ICLTC staff & consultant)*

**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:**

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

**ESTIMTED 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>By Whom</b>
Monitor State Transportation Projects	100.1; 200.1; 500.1	ICLTC staff
Monitor Local Agency Transportation Projects	200.1; 300.1; 400.1; 400.2	ICLTC staff
Prepare and Participate in ICLTC Meetings Related to Programming and Monitoring	100.1; 200.1; 400.1	ICLTC staff
Implement and Monitor RTP Policies and Priority Projects	200.1; 300.1; 500.1; 600.1	ICLTC staff
Participate in Advisory Committees, Workshops, and Stakeholder Meetings	100.1; 200.1; 400.1	ICLTC staff
Coordinate RTP Implementation with Related Planning Efforts	300.1; 500.1; 600.1	ICLTC staff
General Programming Coordination and Required Reporting	100.1; 200.1; 300.1; 310.1	ICLTC staff
Develop Planning Studies and Programming Support Documents	400.1; 400.2	ICLTC staff; Consultant
Advance Planning and Programming Activities Supporting Funding Readiness	400.1; 400.2	ICLTC staff; Consultant
Review State, Regional, and Local Plans and Programs for Consistency	200.1; 400.1; 500.1	ICLTC staff
Coordinate Programming Activities Across Work Elements	400.1; 500.1; 310.1	ICLTC staff;
Coordinate Grant-Related Programming and Monitoring Activities	400.1; 400.2; 310.1	ICLTC staff
Coordinate with Caltrans and Local Agencies on Safety and Programming	200.1; 400.1; 400.2	ICLTC staff; Consultant

Review Safety, Programming, and Funding Strategies	400.1; 400.2	ICLTC staff; Consultant
General Interagency Coordination Supporting PPM Activities	500.1; 310.1	ICLTC staff; Consultant
Participate in Commission Actions Related to Programming and Monitoring	100.1; 200.1; 400.1	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. *(July 2026-June 2027, 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). *(July 2026-June 2027, ICLTC staff)*

- Monitor project scope, budget, and schedule to ensure compliance with grant conditions and administrative cost limitations.  
*(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff)*
- Identify key agencies, Tribal Governments, and stakeholders to be engaged during formal plan development and advisory committee formation.  
*(July 2026-June 2027, 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. *(July 2026-June 2027, ICLTC staff, consultant)*
- Identify known evacuation routes, areas of limited roadway redundancy, and previously documented infrastructure vulnerabilities.  
*(July 2026-June 2027, ICLTC staff)*
- Monitor state and federal climate adaptation guidance, emergency preparedness initiatives, and transportation funding programs relevant to evacuation route resilience planning. *(July 2026-December 2026, ICLTC staff)*
- Evaluate potential funding opportunities and planning requirements to inform plan scope, methodology, and future implementation readiness.  
*(July 2026-June 2027, ICLTC staff)*
- Refine project scope considerations, coordination needs, and data requirements to support consultant procurement and formal plan development in subsequent fiscal years. *(July 2026-December 2026, ICLTC staff)*
- Establish a coordination framework to support stakeholder advisory committee activities, public outreach, and technical analysis phases.  
*(July 2026-December 2026, ICLTC staff)*
- Prepare to initiate consultant procurement and advance formal plan development activities scheduled for FY 2026–2027 and beyond.  
*(July 2026-December 2026, 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:**

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

**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. *(July 2026-September 2026, ICLTC staff)*
- Establish internal grant management, documentation, and tracking processes consistent with the executed grant agreement. *(July 2026-December 2026, ICLTC staff)*
- Monitor project scope, budget, and schedule to ensure compliance with grant conditions and administrative cost limitations. *(July 2026-December 2026, ICLTC staff)*
- Identify key agencies, Tribal Governments, and stakeholders to be engaged during formal plan development and advisory committee formation. *(July 2026-December 2026, 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. *(July 2026-December 2026, ICLTC staff, consultant)*

**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. Consider the potential safety benefits of a truck bypass for the City of Bishop and other communities

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.
- Steering Committee coordination, including meetings to review existing conditions, high injury network inventory, and draft recommendations.
- Public outreach and engagement, including bilingual surveys, interactive GIS mapping, and public workshops or pop-up events.

**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	Staff costs	Consultant costs	RPA	RPA-Carry Over Estimate	RMRA SB1 Competitive	SS4A	LTF Estimate	PPM	
100.1	Compliance and Oversight	\$ 98,000		\$70,000	\$28,000					\$98,000
110.1	Overall Work Program	\$ 20,000		\$20,000						\$20,000
200.1	Regional Transportation Improvement Program	\$ 5,000		\$5,000						\$5,000
300.1	Administer Transit	\$100,000						\$100,000		\$100,000
310.1	Coordinate Transit Services	\$ 10,000						\$10,000		\$10,000
400.1	Project Development & Monitoring	\$ 62,500	\$ 62,500	\$75,000	\$50,000					\$125,000
400.2	Development of Grant Proposals	\$ 25,000	\$ 25,000	\$50,000						\$50,000
500.1	Regional Transportation Coordination & Regional Planning	\$ 9,000	\$ 1,000	\$10,000						\$10,000
510.1	Regional Transportation Plan	\$ 12,500	\$ 37,500	\$50,000						\$50,000
600.1	PMP/GIS	\$ 35,500		\$35,500						\$35,500
700.1	Planning, Programming, & Monitoring	\$135,000	\$ 15,000						\$150,000	\$150,000
800.1	Inyo County Evacuation Route Resilience Plan	\$ 25,578	\$ 197,422			\$197,422		\$25,578		\$223,000
800.2	SS4A	\$ 61,062	\$ 183,186				\$195,398	\$48,850		\$244,248
	<b>TOTALS</b>	<b>\$599,140</b>	<b>\$521,608</b>	<b>\$315,500</b>	<b>\$78,000</b>	<b>\$197,422</b>	<b>\$195,398</b>	<b>\$184,428</b>	<b>\$150,000</b>	<b>\$1,120,748</b>

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 established by the IIJA 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. This initiative has been removed from federal funding requirements.

**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 county'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.

**Safe Streets & Roads For All (SS4A):** 5 year program established by the IJJA that provides funding to support transportation safety planning and implementation projects aimed at reducing roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, motorists, and transit users.

**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.

## **Action Item #2**

### **ATP Leveraging**



**INYO COUNTY  
LOCAL TRANSPORTATION COMMISSION**  
P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



## **STAFF REPORT**

**MEETING:** May 27, 2026

**PREPARED BY:** Ana Budnyk, Principal Planner, City of Bishop

**SUBJECT:** Authorize Letter of Commitment to Leverage STIP and/or Local Transportation Funds (LTF) for Bishop Active Transportation (ATP) Cycle 8 Application

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### **Recommended Action**

Request the Commission, by Minute Order, to:

1. Commit future Inyo County State Transportation Improvement Program (STIP) funds and/or Local Transportation Funds (LTF) bicycle and pedestrian set-aside funds as leverage for City of Bishop Active Transportation Program (ATP) grant applications;
2. Identify an appropriate amount or percentage of leveraging funds based on estimated project costs and desired ATP scoring outcomes; and
3. Authorize the Executive Director to sign letters of commitment for inclusion in ATP grant applications due June 22, 2026.

### **Summary**

The City of Bishop is preparing grant applications for Cycle 8 of the Active Transportation Program (ATP). City staff is partnering with LSC Transportation Consultants, Inc., and Eastern Sierra Engineering to develop the Connecting Bishop Project. The project proposes pedestrian and bicycle infrastructure improvements and traffic calming measures intended to improve connectivity between key destinations within the community.

Estimated project costs are still being refined but are anticipated to total approximately \$15 million, which falls within the ATP Large Infrastructure Project category.

This is a highly competitive grant program. In recent ATP cycles, successful applications generally scored approximately 95 out of 100 possible points. Applicants may receive up to 5 points for leveraging non-ATP funding sources toward project delivery.



**INYO COUNTY**  
**LOCAL TRANSPORTATION COMMISSION**  
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Funding for ATP Cycle 8 is anticipated to begin in FY 2027–28, with project completion required by FY 2030–31. This timeframe would encompass the 2028 and 2030 STIP cycles.

During the 2026 STIP cycle, Inyo County’s formula share totaled approximately \$6.1 million, of which approximately \$4.6 million was programmed, leaving approximately \$1.4 million potentially available for future programming. As a recent example, LTC committed approximately \$2.1 million in matching funds for the 2024 Tecopa ATP application, which had a total project cost of approximately \$9.877 million.

Future STIP formula shares are not yet known; however, it is anticipated that future cycles may provide sufficient funding capacity to support leveraging commitments for ATP applications.

**Points Amount Leveraged**

- |          |  |
|----------|--|
| 1 Point  | At least 1% to 5% of total project cost    |
| 2 Points | More than 5% to 10% of total project cost  |
| 3 Points | More than 10% to 15% of total project cost |
| 4 Points | More than 15% to 20% of total project cost |
| 5 Points | More than 20% of total project cost        |

Another possible source of leveraging funds is the Local Transportation Funds (LTF) bicycle and pedestrian set-aside (PUC § 99233.3). The Transportation Development Act (TDA) requires that 2% of remaining funds not allocated to transit, audits, and administration be deposited into a separate fund for the exclusive use of pedestrian and bicycle improvements.

Currently, the Commission has accrued approximately \$200,000 in bicycle and pedestrian set-aside funds. Accessing these funds requires a claim and approval process as outlined in the LTC Organization and Procedures Manual.

At a minimum, if the proposed project application receives a commitment letter for approximately \$150,000 in leveraged funds, the project would receive at least 1 point for leveraging. To receive the maximum 5 points, the project would need to demonstrate more than 20% leverage, or approximately \$3,000,000.



**INYO COUNTY**  
**LOCAL TRANSPORTATION COMMISSION**  
P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



Staff recommends the Commission consider authorizing the maximum feasible leveraging commitment in order to improve competitiveness for ATP funding, particularly given that the City is anticipated to lose points under the disadvantaged community scoring criteria.

If ATP grants are awarded, future programming flexibility for other anticipated STIP-funded projects may be reduced by the amount committed toward ATP project delivery. If ATP grants are not awarded, the committed funds would remain unencumbered and available for future Commission priorities.

**Attachments:**

- Draft project concepts
- Draft Letter of Commitment authorizing Inyo County STIP funding as leveraging

# ATP Project Scope

Inyo County

6

395

Wye Rd

Class I

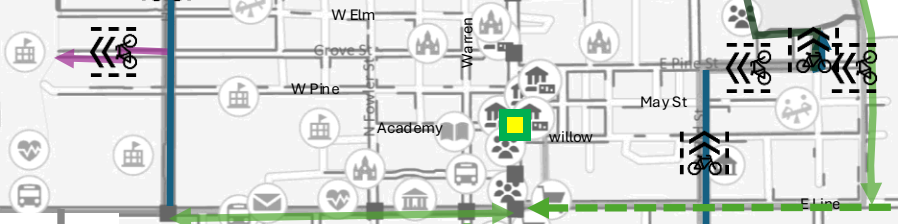
New sidewalks, traffic calming on Sierra St







Consistent signage along the North-South bikeway

Traffic calming, sharrows on Home St

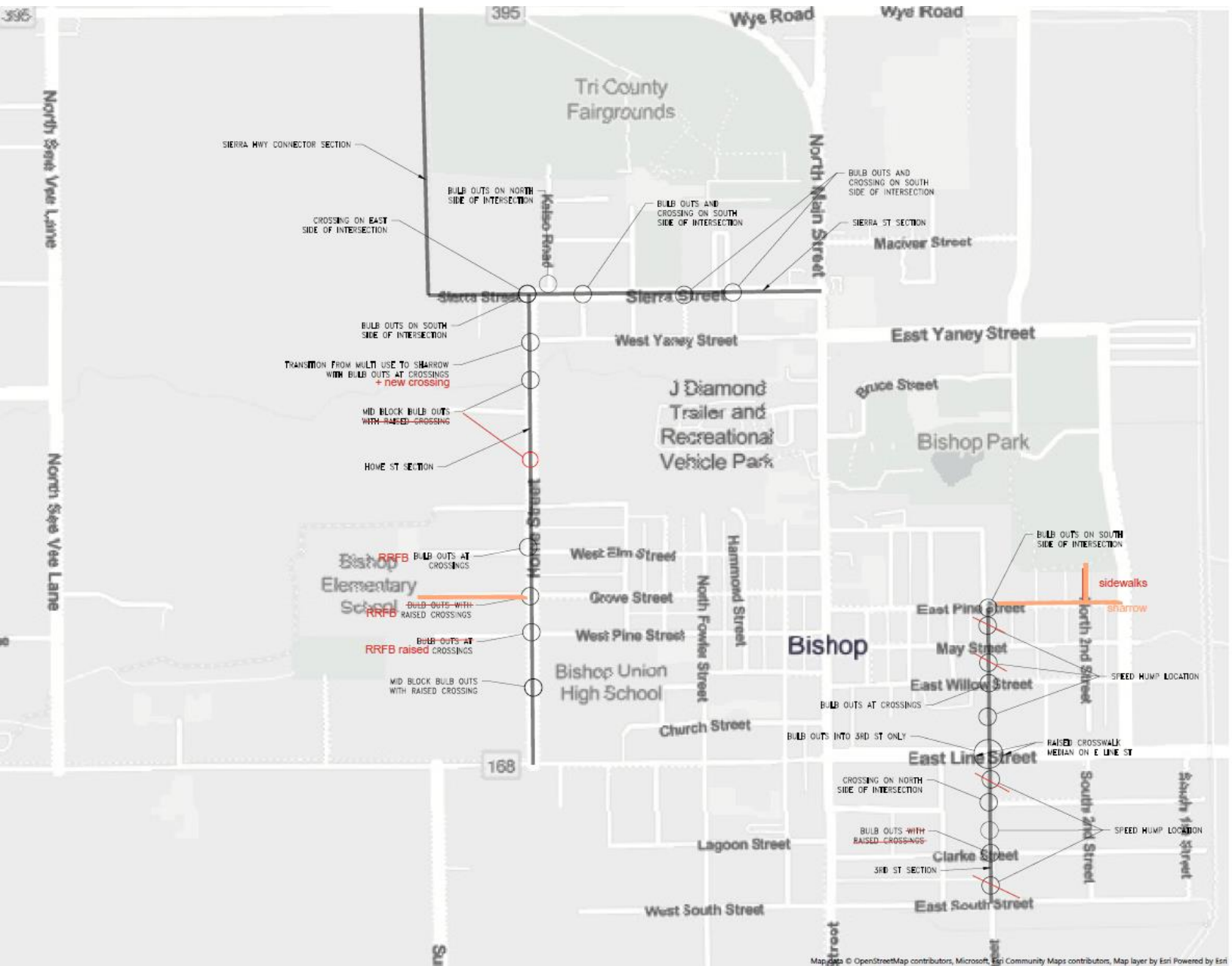
Bishop Paiute Tribe

City of Bishop

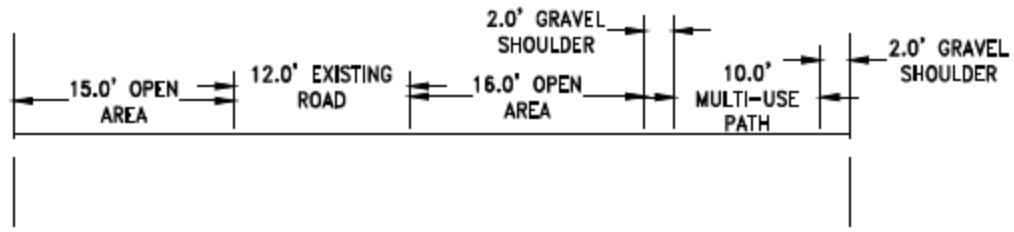


-  RRF
-  PLANNED AND FUNDED SIDEWALKS AND/OR BIKE LANES
-  EXISTING SIDEWALKS (SAFE ROUTES TO SCHOOL)
-  PROPOSED ATP IMPROVEMENTS
-  PROPOSED SHARROWS (Bike boulevards) AND TRAFFIC CALMING
-  PLANNED SIDEWALKS AND BIKE LANES

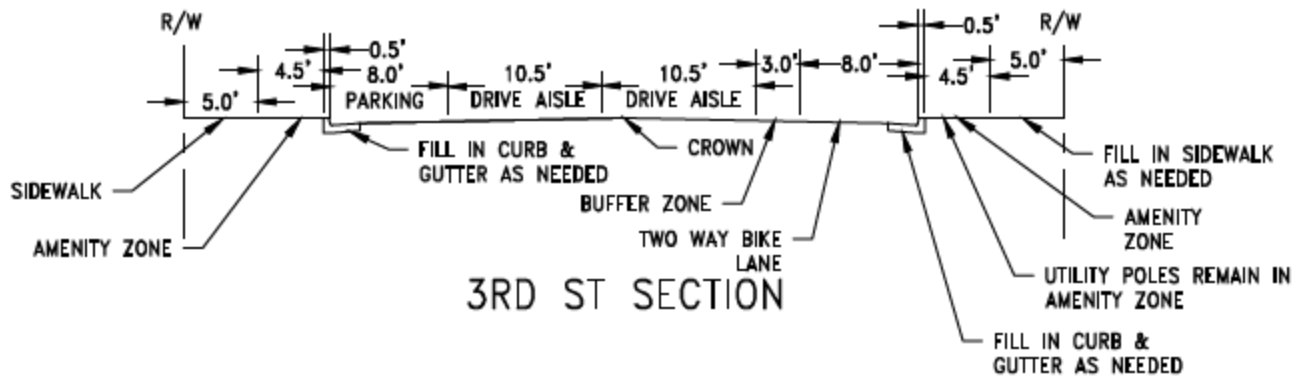
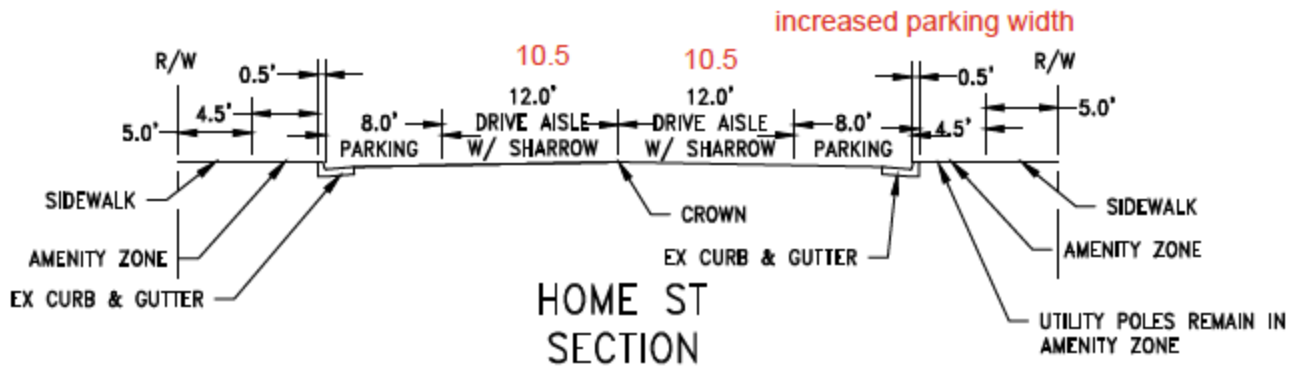
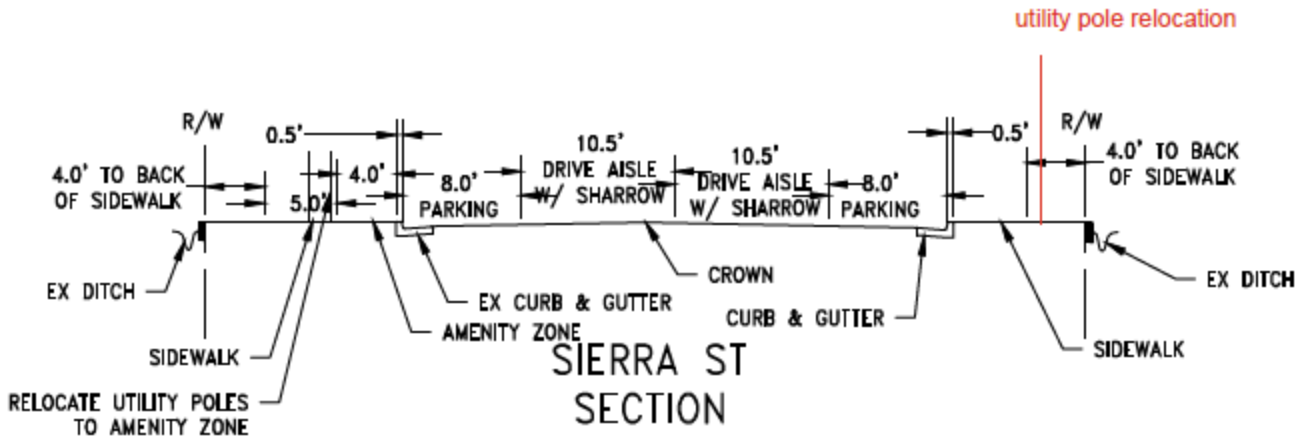
3<sup>rd</sup> St and N second: New sidewalk and traffic calming. Closing the gap on north-south city connection on the east side - sharrows on 3<sup>rd</sup> St, E. Pine



# Proposed Street Sections



## SIERRA HWY CONNECTOR SECTION



# Home St

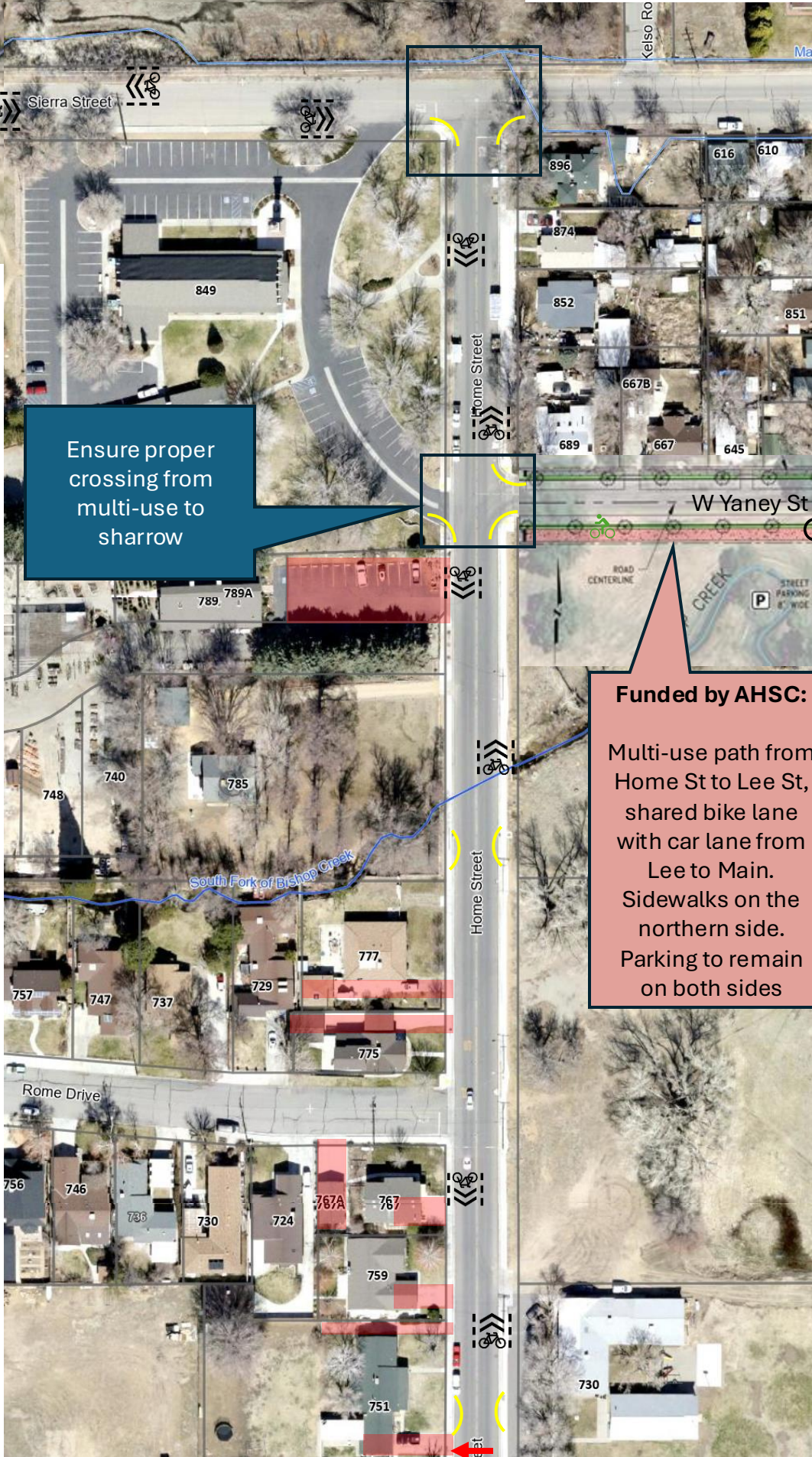
Proposed multi-use path

## Considerations for traffic calming:

- pedestrian-scale lighting for improved visibility and comfort during early morning or evening hours.
- Reducing the speed limit to 15 mph near schools
- New Bike racks
- Consider revisiting all the school advanced crossing assembly signs and school crossing assembly signs on Home Street. There are some school crossing signs that don't have any marked crosswalk nearby, which should be removed. All advanced crossing assembly signs should have S1-1 and W16-9P signs and all school crossing assemblies should have the S1-1 and W16-7P signs.

Ensure proper crossing from multi-use to sharrow

**Funded by AHSC:**  
Multi-use path from Home St to Lee St, shared bike lane with car lane from Lee to Main. Sidewalks on the northern side. Parking to remain on both sides



# Home St

Possible lane width reduction from 12' to 10.4'



Vacant (LADWP)

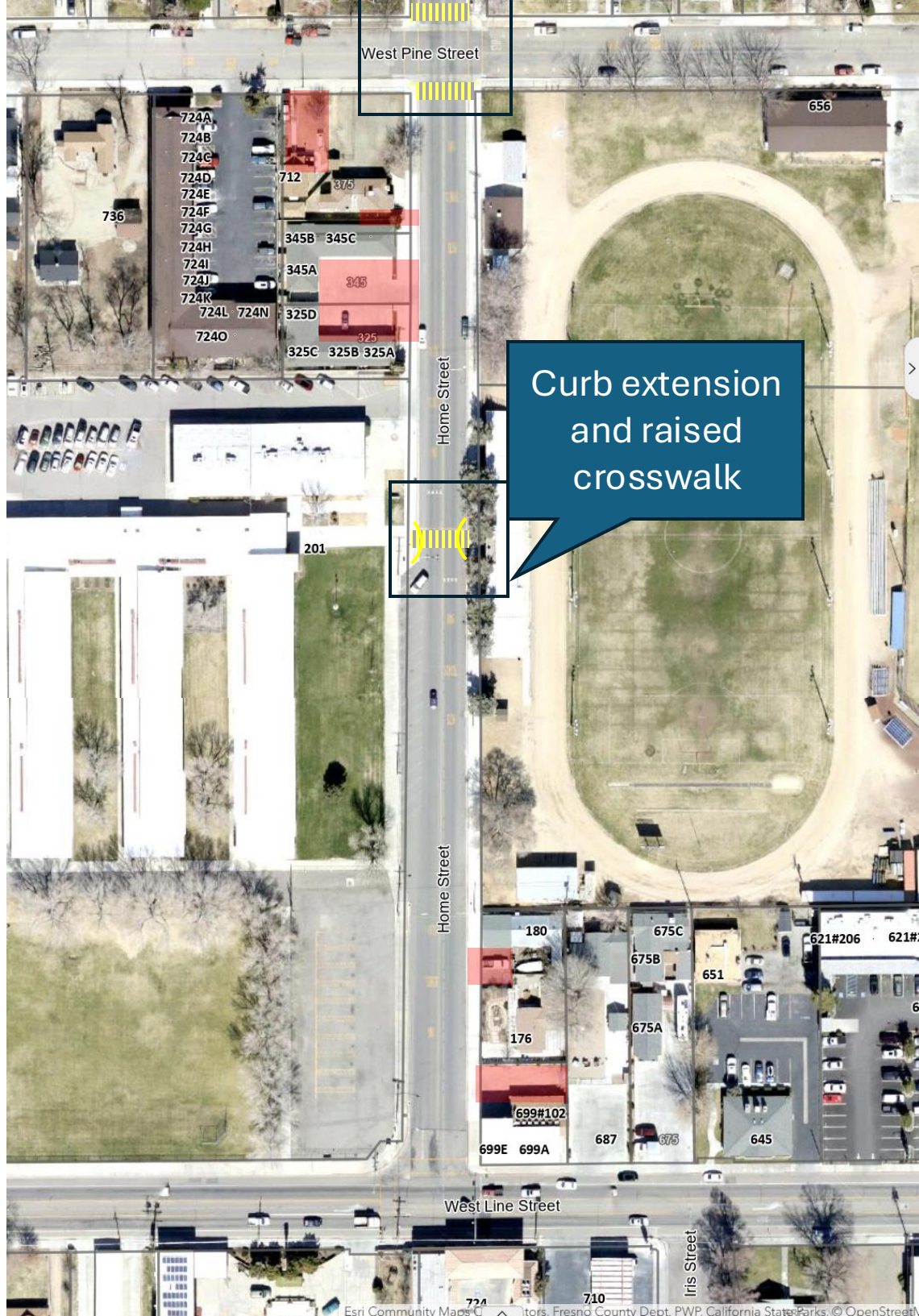
high-visibility raised crosswalks with yellow ladder-style markings + RRFB or similar? 4-way stop at Grove and Elm St



Traffic calming on Grove (safe route to school)

Private Driveways and on-site parking (All parcels have on-site parking)

# Home St



Curb extension  
and raised  
crosswalk



Third St

Find address or place



Traffic Calming at intersections

East Pine Street

Bush Street

North Third Street

May Street

North Second Street

Willow Street

Find address or place



North Third Street

Moffett Drive

North Second Street

Raised crosswalk median on E Line, curb extension on 3rd

Find address or place



Third Street

Short Street

Short Street

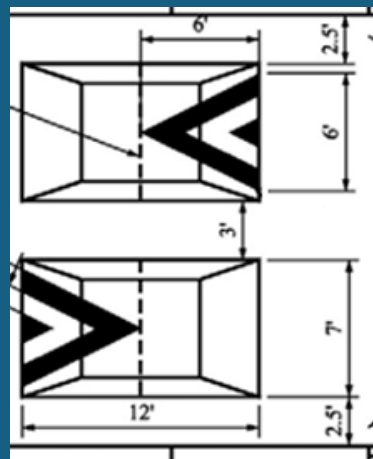
Speed Cushions/  
speed bumps

Snedden Street

Clarke Street

South Third Street

South Second Street



East South Street

China Slough



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante  
Executive Director

May 27, 2026

Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814  
Tanisha.Taylor@catc.ca.gov

Subject: Letter of Commitment to Leverage Inyo County [STIP/LTF] funds for the Active Transportation Program [Insert Name of Project]

Dear Ms. Taylor:

The City of Bishop has submitted an application to the Active Transportation Grant Program to improve conditions for walking and biking in our community. The estimated cost is [\$\$\$\$]. Please accept this letter as certification that the Inyo County Local Transportation Commission commits to providing [Insert amount or % of project costs] of [Inyo County STIP/LTF] funds as leverage support for the [Insert Project Name], should the proposal be funded.

Sincerely,

Inyo County Local Transportation Commission Executive Director  
760-878-0201  
faubrey@inyocounty.us

Attachments: Minute Order authorizing the leveraging of Inyo County [STIP/LTF] funds  
Cc: Inyo County Local Transportation Commission  
merrante@inyocounty.us

## **Action Item #3**

### **PID Request**



**INYO COUNTY**  
**LOCAL TRANSPORTATION COMMISSION**  
P.O. DRAWER Q  
INDEPENDENCE, CA 93526  
PHONE: (760) 878-0201  
FAX: (760) 878-2001



Michael Errante  
Executive Director

**STAFF REPORT**

**MEETING:** May 27, 2026

**PREPARED BY:** Stephen Muchovej, Mayor, City of Bishop

**SUBJECT:** Request Caltrans to initiate a Project Initiation Document on Truck Bypass Route to the east of the City of Bishop

---

**Recommended Action**

Provide direction to staff to formally request that Caltrans initiate a Project Initiation Document to evaluate a potential truck route east of the City of Bishop, and, if so, approve the draft letter for transmittal.

**Background/History:**

Inyo County does not own or control the Main Street in the City of Bishop does not own or control its Main Street corridor, which is designated as a state highway (US 395) and operated by Caltrans. As a result, Inyo County has limited authority over traffic composition and routing through the downtown core of the City of Bishop.

Between 2017 and 2023, the volume of heavy-duty trucks (Classes 9–13) traveling through Main Street increased by approximately 23%. Based on the most recent Caltrans data (Attachment A), a heavy truck now travels through downtown on average every 1.5 minutes throughout the day.

This increase has had measurable impacts on the downtown environment. Heavy truck traffic contributes significantly to elevated noise levels and reduced pedestrian comfort. During public outreach conducted as part of the Downtown Specific Plan, residents consistently identified truck traffic as a primary barrier to walkability and overall downtown vitality.

In addition to quality-of-life concerns, heavy truck traffic presents broader public safety considerations. Statewide data indicates that hazardous materials (hazmat) transportation incidents have increased by more than 85% since 2010. While Inyo County has not experienced a hazmat incident directly attributable to heavy truck traffic within the downtown corridor, incidents involving hazardous materials transport have occurred along the US 395 corridor over the past decade, including events as close as Mono County. In addition, regional freight

movement includes occasional transport of sensitive or regulated materials, including munitions destined for federal facilities such as Hawthorne Army Depot. While these shipments are conducted under strict regulatory oversight, their presence further underscores the importance of carefully evaluating the routing of heavy truck traffic through population centers. Collectively, these factors highlight the potential risks associated with continued increases in heavy truck volumes and support the need to proactively evaluate alternative routing options.

The City of Bishop is also constrained in its ability to accommodate or service this level of truck traffic. Modern truck stops typically require approximately 20 acres of developable land, which is not available within City limits.

Truck traffic growth has been particularly concentrated along US Hwy 6. Current data indicates that approximately two-thirds of heavy trucks entering Bishop originate from US Hwy 6, where truck volumes have increased by more than 40% over the same period (compared to approximately 13% growth along US 395).

The Caltrans project development process, as outlined in the Project Development Procedures Manual (PDPM), advances projects through four primary phases: Project Initiation Document (PID), Project Approval & Environmental Document (PA&ED), Plans, Specifications & Estimates (PS&E), and Construction. The PID phase establishes a project's purpose and need, scope, cost, and schedule, and determines whether it is a viable candidate for future funding. Completion of a PID typically requires two to three years and results in a Project Study Report that defines the project's core objectives and alternatives.

At the May 11, 2026, meeting of the Bishop City Council, the council voted unanimously to approve a similar request. At that meeting, there was discussion about potential route locations as well as concerns from residents. In particular, it was determined that the ideal location would need to mitigate concerns from business owners on Main Street as well as noise and safety concerns for residents on the east side of town. It was agreed upon that a route that is adjacent to the airport would likely address issues. Public comment was received by the City, with over a dozen comments in support of the truck route, and only one in opposition – citing aforementioned concerns about potential impact on business and requesting this be considered. These comments are included in Attachment A.

### **Analysis/Discussion**

Absent intervention, projected growth in regional freight movement is expected to materially alter the character and function of downtown Bishop over the coming decade. Caltrans forecasts indicate that regional truck traffic is expected to increase by more than 40% over the next decade, driven largely by freight movement between distribution centers in the Reno/Carson region and the San Bernardino area. If realized, this growth would result in heavy trucks passing through downtown Bishop at approximately one-minute intervals.

Historically, proposals to construct a full bypass around Bishop have been explored but have not advanced, largely due to valid concerns regarding proximity to residential areas and potential economic impacts on downtown businesses that benefit from pass-through traffic.

Given these constraints, a more targeted approach may be appropriate. One potential concept is the development of a designated truck route east of the City, generally following a realignment or extension of US Hwy 6 to reconnect with US 395 at a location several miles south of Bishop.

This concept may address several of the concerns raised in prior discussions:

- **Reduced proximity to residential areas:** An eastern alignment would shift heavy truck traffic further from the City's population center compared to the existing US 395 corridor.
- **Limited impact on pass-through visitation:** The proposed routing would require a detour of approximately 15 miles for non-truck traffic, making it unlikely to divert typical visitor traffic away from downtown.
- **Targeted mitigation:** By focusing specifically on heavy truck traffic rather than all vehicles, the approach may balance economic and quality-of-life considerations more effectively than a full bypass.

At this stage, these concepts are preliminary and have not been formally evaluated. Initiation of a PID would allow Caltrans to systematically analyze alternatives, assess environmental and community impacts, and determine feasibility.

### **Budget Impacts**

None. Given the regional significance of the state highway system and the population thresholds of the City and County, the costs associated with preparation of a Project Initiation Document would be borne by Caltrans.

Attachments:

A: Public Comments

B: Draft Letter to Caltrans District Director



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante  
Executive Director

May 27, 2026

California Department of Transportation District 9  
Attn: District Director

**Subject:** Request to Initiate a Project Initiation Document (PID) for Evaluation of a Potential Truck Route East of the City of Bishop

Dear Director Dermody,

On behalf of the Inyo County Local Transportation Commission, the Inyo County LTC respectfully requests that California Department of Transportation initiate a Project Initiation Document (PID) to evaluate potential alternatives for rerouting heavy truck traffic around the City's downtown corridor.

As you are aware, Main Street in Bishop is part of the state highway system (US 395) and serves as a critical regional freight corridor. Over the past several years, the City has observed a substantial increase in heavy-duty truck traffic through our downtown. Caltrans data indicates that truck volumes have increased significantly since 2017, with heavy trucks now traveling through downtown at frequent and regular intervals throughout the day.

This trend has created a number of challenges for our community. Heavy truck traffic contributes to elevated noise levels, reduced pedestrian comfort, and diminished walkability in our downtown core. During recent public outreach efforts associated with the City's Downtown Specific Plan, residents consistently identified truck traffic as a primary concern affecting quality of life and the overall vitality of Main Street.

In addition to these impacts, the movement of hazardous materials and other sensitive cargo through the downtown corridor presents ongoing public safety considerations. Recent incidents, including a chemical spill that resulted in temporary roadway closures, underscore the importance of evaluating long-term solutions that reduce risk to residents and businesses.

At the same time, the LTC recognizes the critical importance of maintaining efficient regional goods movement and supporting the economic role of US 395. For this reason, the LTC is not seeking to disrupt freight mobility, but rather to explore whether alternative routing strategies could better balance regional transportation needs with local community impacts.

Specifically, the Inyo County LTC requests that the PID evaluate the feasibility of a designated truck route to the east of Bishop – including potential realignment concepts associated with US Hwy 6 that could reconnect with US 395 south of the City. A favored concept would be one that is adjacent to the east side of the Bishop Airport and reconnects near Wilkerson. This concept is intended to reduce heavy truck traffic through the downtown core while preserving access for local and visitor-serving traffic.

We recognize that previous bypass discussions have raised valid concerns, including proximity to residential areas and potential economic impacts. A PID would provide the appropriate framework to objectively analyze these and other considerations, including environmental constraints, engineering feasibility, cost, and community impacts.

We also note that Caltrans forecasts continued growth in regional freight traffic over the coming decade. Initiating this evaluation now will allow the State and local partners to proactively plan for these changes, rather than respond reactively as impacts intensify.

The Inyo County LTC stands ready to partner with the California Department of Transportation throughout this process and to support stakeholder engagement, data sharing, and coordination with regional agencies.

Thank you for your consideration of this request and for your continued partnership in supporting the safety, functionality, and vitality of our transportation system. We would welcome the opportunity to meet with District staff to discuss this request in greater detail.

Sincerely,

Celeste Berg  
Chair - Inyo County Local Transportation Commission

**PUBLIC  
COMMENTS  
RECEIVED  
PRIOR TO 3:00 PM  
ON  
MONDAY, 5/11/2026**

**The comments received from the public do not reflect the position of the City and do not constitute the agreement or support of any remarks in the comments.**

## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 2:06 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Select Name... submitted a new eComment.

Meeting: City Council

Item: 3) PUBLIC COMMENT PRIOR TO CLOSED SESSION

eComment: I oppose AI surveillance in our community, due to privacy abuses, data sharing with other agencies, and potential abuses of data. With AI surveillance systems, location data would be available on constituents without a warrant. The Bishop PD shares data with 150 agencies, and Flock shares unencrypted data with other agencies without a warrant. This exposes constituents to abuses of data that are out of the control of Bishop PD. Bishop PD was unable to demonstrate the benefit of AI surveillance.

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## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Thursday, May 7, 2026 10:16 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Alison Eddins submitted a new eComment

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: Cancel Flock now AI surveillance strips Bishop residents of privacy rights. Flock is notorious for training local PDs to believe they have more power/restrictions than the system allows. Federal agencies can access our data without BPD s knowledge if Flock demonstrates "good faith belief" it is needed (Sec 5.3). They are placed in areas filming kids and used to target protestors. It is not only hackable but built for misuse with 20% of searches using vague terms to avoid accountability

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## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 7:46 AM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Tyler Beadle submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: I am strongly opposed to the City of Bishops' recent decision to go Cash Only at our Park Pool. Many local families and teenagers still rely on cash (including me once), and I believe offering both options would make the facility more accessible to everyone. Many people between the age of 13 and 17 do not have debit or credit cards.

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## Robin Picken

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**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 12:30 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Will Young submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: The City Council should terminate their contract with Flock Safety. At the last meeting, there was interest in pursuing a similar service by another vendor. If that is what the city decides to do, there needs to be a binding agreement about what data can be shared with other law enforcement agencies. We need restrictions on all data sharing except for data related to criminal cases as recognized by the state of California - no civil, nor out-of-state cases where the charges don't violate CA law.

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**Robin Picken**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 12:51 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

## New eComment for City Council

Celina Chang submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: This type of surveillance is common in authoritarian governments. If not suspected of an active crime, civilians should not be monitored 24/7. The data the flock cameras collects is not protected and can be accessed by anyone. These are a waste of taxpayer dollars because they are replacing the duties of law enforcement officers. These cameras violate civilians right to privacy. There is no evidence these cameras have reduced the crime rate in the Bishop area.

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## Robin Picken

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**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 1:00 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Shelby Adami submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: I oppose Flock cameras in Bishop. I moved here from Stockton, a much higher crime city, and still do not feel this level of surveillance is needed here. Crime exists, but not at a level that justifies tracking residents and visitors. Flock cameras raise concerns about privacy, misuse of data, and government overreach. Small towns like Bishop should be built on community trust, not constant monitoring.

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## Robin Picken

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**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 1:51 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Mihai Giurgiulescu submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: Please terminate the contract with Flock Safety and remove their cameras effective immediately. Giving a private company not subject to California laws access to citizen data in the name of public safety is a betrayal of the right to privacy. This action is all the more egregious considering the fact that these data are used to train and deploy AI models that operate as complete black holes when it comes to accountability and transparency. Stop setting precedents for unethical surveillance.

[View and Analyze eComments](#)

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## Robin Picken

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**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 2:37 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Kyle Altman submitted a new eComment.

Meeting: City Council

Item: 9) PUBLIC COMMENT

eComment: I oppose adding more surveillance to the City of Bishop

[View and Analyze eComments](#)

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## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 7:43 AM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

## New eComment for City Council

Tyler Beadle submitted a new eComment.

Meeting: City Council

Item: 16.A) City Park Master Plan - Presented by Wood Rodgers

eComment: I support thoughtful improvements to our beautiful City Park. Could staff please clarify what is envisioned for the proposed "Visitor Services" building? Additionally, I suggest including a permanent plaque or monument honoring Bishop's original founders & subdividers — such as John B. Clarke, P.P. Keough, J.A. Hanby (and many others). I believe recognizing our community's founding history is very important. I also hope any future plans will preserve historic features such as the A-frame.

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## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 7:44 AM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Tyler Beadle submitted a new eComment.

Meeting: City Council

Item: 16.B) School Resource Officer (SRO) Program Update

eComment: I strongly support continuing this important program. Having a consistent law enforcement presence in our schools provides valuable safety and positive role models for our students.

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**Robin Picken**

---

**From:** noreply@granicusideas.com  
**Sent:** Saturday, May 9, 2026 4:21 PM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

## New eComment for City Council

WYLDER WILSON submitted a new eComment.

Meeting: City Council

Item: 16.E) Request Caltrans to initiate a Project Initiation Document on Truck Route to the east of the City of Bishop

eComment: Get those trucks off Main Street!

[View and Analyze eComments](#)

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## Robin Picken

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, May 11, 2026 7:54 AM  
**To:** Robin Picken; Pam Foster; recreation@cityofbishop.com; Jessica Ortiz  
**Subject:** [External] New eComment for City Council

[City of Bishop, CA](#)

# New eComment for City Council

Tyler Beadle submitted a new eComment.

Meeting: City Council

Item: 16.E) Request Caltrans to initiate a Project Initiation Document on Truck Route to the east of the City of Bishop

eComment: I have concerns about requesting a Caltrans PID for an east truck route. Many small towns have seen their downtowns and tourism suffer once bypasses opened and traffic diverted. Before proceeding, could the Council please provide: - Specific proposed alignments and any airport impacts? - An analysis of potential effects on tourism and downtown businesses? This information is important to protect our local economy.

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**From:** Elaine Kabala <emk[REDACTED]>  
**Sent:** Monday, May 11, 2026 10:57 AM  
**To:** Stephen Muchovej; Robin Picken  
**Subject:** [External] Comment regarding Draft Caltrans Letter

Hello Mayor Muchovej:

Thank you for the opportunity to provide comment regarding the Bishop City Council's review of a draft letter to Caltrans requesting the initiation for a PID for a Highway 395 truck route. I support the City Council moving forward with a Project Initiation Document (PID) to evaluate the feasibility of a truck route connecting regional truck traffic around the City of Bishop to Highway 6.

This effort is consistent with the City of Bishop General Plan and the Downtown Bishop Specific Plan, both of which emphasize downtown revitalization, improved circulation, pedestrian safety, and preservation of community character. The General Plan Economic Development Element specifically supports efforts that strengthen downtown Bishop as the economic and tourism center of the Eastern Sierra while creating a more welcoming environment for residents, visitors, and local businesses.

Importantly, the PID does not commit the City to construction of a project. Rather, it provides the technical analysis necessary to understand feasibility, constraints, environmental considerations, regional mobility benefits, and potential funding opportunities. This is a prudent and responsible planning step that allows the City, Caltrans, Inyo County, and regional stakeholders to evaluate long-term transportation solutions grounded in data and public input.

Studying a potential Highway 6 truck connection is a thoughtful long-term planning effort that could help reduce heavy truck impacts in the downtown core while supporting regional mobility and economic vitality.

Respectfully,

Elaine Kabala,

Bishop resident

## Robin Picken

---

**From:** Erik Leitch <eri[REDACTED]>  
**Sent:** Monday, May 11, 2026 1:14 PM  
**To:** Robin Picken  
**Subject:** Public Comment -- Item 16.E

Dear City Council Members!

Since so many public comments tend to be complaints, I want to start by thanking you all for the good work that you all do for the community -- I for one think that you're all doing a great job & I feel that the City has never been in better hands. Despite the whiners and single-issue drum-beaters who try to derail the serious work of the City to the detriment of the people who actually live here, it is not lost on the majority of residents that only the five of you have stepped up to create positive change, and that you and our tireless City staff selflessly tolerate a barrage of nonsense, week after week, to continue to do what is right.

Regarding agenda item 16.E -- I cannot urge you strongly enough to support a truck bypass. I don't have to tell any of you what a historic opportunity it is to have a willing partner in Caltrans, and what a boon to the community it would be: for the dream of one day being able to plant a tree on main street, or have a business that can spill out onto a shaded sidewalk, for the security of not getting sideswiped by an extension mirror as you're trying to patronize a business, for being able to have a conversation that isn't shouted, for not worrying that you or your dog or your child will get bulldozed crossing main street to get to school, or to get a sandwich at lunchtime.

For most of us, main street is a no-go zone, and it's all because of truck traffic. In the 20 years that I have lived in Bishop, this item has been the #1 issue raised in every public workshop, for every project the City has been involved in, whether relevant or not, and we've never been able to do a thing about it.

Now we can. Please do everything you can to make it happen. I don't feel that it's hyperbole to reiterate that this is a once-in-a-generation opportunity that could transform the character of the City if we seize it, or leave it to wither and die if we don't.

Thanks again for your time, your energy, and your dedication to our community.

Regards,  
Erik Leitch

## Robin Picken

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**From:** Paul Mandell <pau[REDACTED]>  
**Sent:** Monday, May 11, 2026 2:56 PM  
**To:** Robin Picken  
**Subject:** [External] Item 16e

To whom it may concern:

I am writing to express my support of the plan to repite trucks away from main street in bishop. I think this would do wonders for making main street more pleasant to foot traffic and improving the walkability in town.

Thank you for your attention to this matter.

Paul Mandell,  
Owner Bishop Strength

**Robin Picken**

Item 16E

**From:** Sarah Purcell <the [REDACTED]>  
**Sent:** Monday, May 11, 2026 2:58 PM  
**To:** Robin Picken  
**Subject:** Downtown Bypass

Hello, I am writing in support of a bypass around downtown Bishop. As a registered nurse working in the emergency department I have seen the tragic impact of pedestrians being hit by vehicles during peak traffic times. Downtown Bishop is too small to support the amount of traffic moving down the 395 corridor. I know one of the arguments against having a highway bypass has been concern over businesses seeing less volume. However, Bishop is a well-known tourist destination, and I believe that having less heavy industry, traffic through town would actually increase the amount of business we get, as it would allow for a more pedestrian friendly and aesthetic downtown experience for both visitors and locals. There are many examples of this throughout scenic California. Placerville, Napa, and Auburn to name a few. In short, bypassing 395 around downtown Bishop would create a vibrant, thriving and safer experience for everyone.

Thank you for your time and consideration.

Sarah Purcell  
[REDACTED] Bishop, Ca 93514  
[REDACTED]

Sent from my iPhone

## Robin Picken

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**From:** Andres Cikota <and[REDACTED]>  
**Sent:** Monday, May 11, 2026 3:55 PM  
**To:** Robin Picken  
**Subject:** [External] Public Comment in Support for Item 16.E (Truck Route PID)

Dear Mayor and Councilmembers,

Please record my support for Item 16.E.

A Project Initiation Document will give Bishop a current, official Caltrans reference document updating the 2007 Bishop Area Access & Circulation Study, helping the conversation about Main Street's future with real numbers behind it.

Three reasons for my support: truck volumes Caltrans projected for 2040 are arriving now; the Olancho-Cartago four-laning that the LTC set as a precondition for Bishop is essentially done; and the April debate over Main Street parking made clear that Main Street cannot indefinitely be both downtown and a US highway. This is exactly what the 2007 study said.

If the council moves the request forward, I'd ask that it be paired with commitments to early consultation with the Bishop Paiute Tribe and meaningful outreach to the Chamber and downtown businesses, so the 2026 conversation does not replay the 1966 one.

Thank you.

Sincerely,  
Andres Cikota  
Keought St, Bishop Ca 93514

## Robin Picken

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**From:** Jennifer Fitzwater <jaf [REDACTED]>  
**Sent:** Monday, May 11, 2026 4:06 PM  
**To:** Robin Picken  
**Subject:** [External] Item 16E

To whom it may concern:

Please get big rigs off main street!! They make downtown extremely uninviting.

Many residents and tourists walk around town, myself included. The walkability of Bishop is one of my favorite things about town but the noise and increased danger when it comes time to cross the street is definitely unpleasant.

If there was an option to reroute big rig traffic around town, i think it would add to the charm already present in our sweet little town!

Sincerely,

Jennifer Fitzwater

## Robin Picken

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**From:** Janet Yoon <jsy[REDACTED]>  
**Sent:** Monday, May 11, 2026 4:49 PM  
**To:** Robin Picken  
**Subject:** [External] Item 16E

Hi,

I'm writing to voice my support to get big rigs off of Main Street. This is not only a safety issue of having these large rigs away from busy downtown bishop, but a public health issue as well.

The UCLA atmospheric department has spent years studying how invisible plumes of dirty air from car- and truck-choked roadways spread into surrounding neighborhoods — increasing residents' risk of cancer, asthma, heart disease and other illnesses. They found that even houses beyond the 500-foot zone where California air quality regulators say it's unhealthy to put homes still suffer from the health risks, even at 1,000-foot zone.

It's especially unhealthful to live near a road like Main Street that is frequented by diesel trucks, which spew many times more harmful gases and particles than cars. Diesel particulate matter, carcinogen-laden soot that deposits deep in the lungs, is responsible for the bulk of the cancer risk from air pollution and more than 1,000 early deaths a year in California. The kinds of vehicles traversing your neighborhood can have a big effect on how much pollution you breathe.

Scientists are especially concerned about ultrafine particles, exhaust pollutants less than one-thousandth the width of a human hair. They're so tiny they can lodge deep in the lungs and move into bloodstream, where they may harm the heart, brain and other organs.

Thanks,  
Janet

## **Discussion Item #5**

### **2026 Unmet Transit Needs**



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante, Executive Director

TO: Inyo County Local Transportation Commission  
FROM: Justine Kokx, Transportation Planner  
DATE: May 27, 2026  
SUBJECT: 2026 Social Services Transit Advisory Council Meeting

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## **STAFF RECOMMENDATION:**

Staff recommends that your Commission 1) receive the annual Social Services Transit Advisory Council (SSTAC) meeting notes to gather input on unmet transit needs.

## **OVERVIEW:**

As a guide for receiving comments, refer to the definition of an “unmet transit need” and “reasonable to meet” set forth in the LTC Organization and Procedures Manual:

### **Unmet Transit Need**

*An unmet transit need exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. Documentation regarding the unmet need and the person’s residential address must be provided in a letter addressed to the Executive Director of the ICLTC or by testimony at a public hearing held for the purpose of determining unmet transit needs. An unmet transit need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded.*

### **Reasonable to Meet**

*A documented unmet transit need is reasonable to meet if: A service can be provided which meets a minimum farebox of 10% of operating costs; and,*

- *It is a transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments; or*
- *It is transit service for essential inter-county purposes which purposes are defined as medical or dental services or social service appointments not available in this county or the out-of-county destination is the closest location where the services are available to the origin of the trip; and the origin and/or destination of the trip are within two miles of the established area of operation or cohesive community.*

In addition to the above definitions, *it is reasonable for a person boarding a transit vehicle to expect that vehicle to travel the most direct route, practicable with normal operating procedures, to its destination.*

**SUMMARY DISCUSSION:**

**2026 Social Services Transit Advisory Council Meeting 03/24/2026 & Public Hearing 05/20/2026**

The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. Below is a summary of citizen input regarding unmet transit needs during the SSTAC meeting held on March 24<sup>th</sup>, 2026.

**Attendees:**

Morningstar Willis-Wagoner HHS Deputy Director of Public Assistance  
Justine Kokx Transportation Planner LTC  
Phil Moores Executive Director ESTA  
Katie Rzepczynski Transit Planner over at Caltrans District 9  
Rick Franz Transit Planner over at Caltrans District 9  
Bob Strub Citizen, Transit user  
Roger Rasche Citizen, Transit user

We had a fair turnout with 7 participants at this year's Social Services Transit Advisory Council meeting held on March 24<sup>th</sup> at 10:00 a.m. at the Inyo County building in Bishop and at the Statham Hall in Lone Pine, and via Zoom. LTC staff would like to thank everyone who attended the SSTAC meeting with groups from Bishop and Lone Pine.

Discussion began right away with Roger Rasche expressing his appreciation for Dial a Ride (DAR); saying it is a lifeline for him right now. He goes to Bishop at least once a month. Phil added that soon – July 1<sup>st</sup> – DAR will be offered in Lone Pine on Saturdays. Roger appreciated that especially with gas prices right now.

Bob Strub described himself as a transit user and a representative of a couple of communities, including Lone Pine, Keeler, and Darwin. He said that everyone is happy with the improvements and enhanced services. He was hoping to have someone from Keeler here, but they did speak about the need for Dial a Ride to Keeler last year. Phil replied that DAR already exists to Keeler one day a week – on Tuesdays - with 24-hour notice to Keeler. Bob wasn't aware of that but is asking for a slightly expanded DAR service to Keeler, perhaps once a month an early pick to enable riders to catch the Bus to Bishop in Lone Pine at 8:30 a.m., and a return trip back to Keeler in the late afternoon. This would require an earlier start time for DAR services. Roger would also like the option to be made available to Keeler for the trips to and from Lancaster. It was suggested that a Flyer be placed in the Keeler Post Office to raise awareness of the existing Tuesday DAR service.

Bob also mentioned that Keeler residents would appreciate a bus shelter installed somewhere in the vicinity of the US Post Office and the Fire Station. The Fire Station is a great location because it doubles as a cooling/heating facility and has internet available for public use. It is a hub for the community. He provided a useful contact for Keeler – Karen Riggs if any Keeler specific questions arise. Phil replied that a bus shelter would be unnecessary because the DAR service will pick riders up at their home addresses.

Roger mentioned a concern about inmates being released from the County Jail in Independence. Not all releasees have transportation and some end up walking to Lone Pine. It would be great to have bus passes made available to releasees. Phil mentioned that the bus shelter at the Jail had been vandalized.

Bob finished up his comments stating that he is very pleased with the service we get. He doesn't drive anymore due to vision issues, so he truly relies on transit.

Roger echoed that sentiment and we were very grateful in Lone Pine for Karla. "I mean, she just, you know, she's just a good friend to everybody in Lone Pine. You've got wonderful people driving the buses. I'm worried when she was retiring, what's going to happen, but you gave us good people, so it's good." Phil thanked Roger and agreed that Karla was such a wonderful employee that they named a bus after her. David is a great person to replace her.

Bob provided contacts for Darwin – Kathy Goss and Tamara. They have been to the SSTAC distribution list.

Meeting adjourned at 11:00 a.m.

While the unmet transit needs hearing process is a requirement for allocating TDA funding, it is also used as an opportunity to focus on overall potential transit needs and the health of the transit system in the Eastern Sierra. ESTA has been successful in revising their services to serve transit needs identified in past year's hearings.








A Public Hearing was held on May 20<sup>th</sup> at the Bishop City Hall at 9:00 a.m. No comments were received.

**List of Transit Providers listed on the ICLTC website:**

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

### Public Transportation

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- **Eastern Sierra Transit Authority**  - (800) 922-1930  
- Bus & Shuttle Service
- **Eastern Sierra Area Agency on Aging**  (ESAAA) -  
(760) 873-5240 - Senior Transit Services
- **Inyo-Mono Association for the Handicapped**   
(IMAH) - (760) 873-8668 - Transit Services for the  
Handicapped
- **Enterprise Rent-A-Car**  - (760) 873-3704, (800)  
325-8007 - Auto Rentals
- **Kern Regional Center**  - (760) 873-7411 - Serves  
individuals with developmental disabilities.
- **Northern Inyo Hospital Foundation / CARE shuttle**  
 - (760) 873-2055 - Non-emergency medical  
transportation service for patients.
- **Bishop Airport**  - (760) 872-2971 - Commercial air  
service

## List of Transit Needs

Inyo County LTC Unmet Transit Needs SSTAC Committee and Hearings				
March and May 2026				
	TRANSIT REQUEST	Unmet Need	Reasonable to Meet	Comments
2026 Unmet Needs request				
2027 Unmet Needs request	Dial-a-Ride service to and from Keeler to allow travel to and from Bishop			Would require slight modification of schedule (early pickup/late dropoff) to accommodate
2028 Unmet Needs request	Install a bus shelter in Keeler near the Fire Station and Post Office			Not necessary due to DAR pickup at home address
2029 Unmet Needs request	Provide bus passes to Inmate Releasees			
2030 Unmet Needs request	Install flyers at keeler Post Office alerting residents to the availability of DAR			
2025 unmet needs request	Dial-a-Ride service between Lone Pine and Darwin	Yes	No	Operationally difficult 45 minutes away
2025 unmet needs request	Dial-a-Ride service between Lone Pine and Diaz Lake	Yes	Yes	Met, ESTA DAR goes as far south as Boulder Creek RV Park
2025 unmet needs request	Dial-a-Ride service between Lone Pine and Olancha	Yes	No	Operationally difficult 45 minutes away
2025 unmet needs request	Medical transport for low income residents	No	No	ESTA does not provide medical transport, contact Health & Human Services
2025 unmet needs request	SSTAC meet more frequently, i.e., every 6 months	No	No	Not service related
2024 unmet needs request	Lone Pine DAR on weekends	Yes	No	Maybe next year
2024 unmet needs request	Free Ride Day	No	No	Not an unmet need, but good idea
2024 unmet needs request	Overnight parking in Bishop	No	No	There is parking in the city, but not near the Vons stop
2024 unmet needs request	Easier payment system	No	No	this is high on the priority list
Prior year Unmet need request	Increase Frequency of Lone Pine / Bishop Connection	No	NA	the connection exists currently
Prior year Unmet need request	Fixed Route Service in Bishop	No	NA	service exists currently
Prior year Unmet need request	Better Technology / Phone System for Dial-A-Ride	No	NA	service exists currently
Prior year Unmet need request	On Demand scheduling software for dial a ride	No	NA	service exists currently with dispatchers
Prior year Unmet need request	Owens River / Poleta Rd. Service	Yes	No	service operationally difficult
Prior year Unmet need request	depart Bishop at 4PM instead of 2:30 on Benton Service 2 Days per Week	Yes	No	service operationally difficult
Prior year Unmet need request	Trailhead Service to Whitney, Horseshoe, Onion, Glacier, Buttermilk Rd Turnoff	Yes	No	insufficient funding
Prior year Unmet need request	Tecopa to Pahump Service	Yes	No	no service provider in the area
Prior year Unmet need met	Weekend Mammoth Express Service	Yes	Yes	Approved by ESTA Board April 2023
Prior year Unmet need met	Weekend US395 Service	Yes	Yes	Approved by ESTA Board April 2023
Prior year Unmet need met	Extend Bishop Dial-A-Ride Hours	Yes	Yes	Need met in FY2021-2022
Prior year Unmet need met	White Mountain Research Center	Yes	Yes	Need met in FY2021-2022
Prior year Unmet need met	Dial-A-Ride Service to Keeler	Yes	Yes	Need Met in 2021

# **Informational Item #6**

## **FY26-27 TDA Fund Estimates**



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante  
Executive Director

## STAFF REPORT

**MEETING:** May 27, 2026

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

**SUBJECT:** FY2026-2027 Local Transportation Fund and State Transit Assistance Fund estimates

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### Recommended Action

No Action Needed. The Local Transportation Fund (LTF) and State Transit Assistance (STA) estimates are provided for the Commission’s information. The formal request to appropriate and allocate LTF and STA funding will come before the Commission in June.

### Summary

LTF is derived from a ¼% of the California sales tax in Inyo County and can be used for a variety of transportation purposes, including transit and local streets and roads under certain circumstances. STA is derived from an excise tax on diesel and is specifically dedicated to transit purposes and transit operations.

Included in the Agenda package is a copy of the LTF estimate provided by the Inyo County Auditor in February 2026. The estimate is based on a 10-year rolling average from FY15-16 through FY24-25, totaling \$1,066 ,188. The STA estimate was provided by the California State Controller’s Office. The FY26-27 STA preliminary estimate is \$170,883. Also included are the required claim forms for claimants, as well as the STA Efficiency calculation worksheet, which is used to determine if any of the STA funds need to be restricted to capital expenditures per the Transportation Development Act guidelines.

This information will be brought forward again to your Commission in June for approval of Resolutions 2025-02 & 2026-03 for appropriation and allocation of FY26-27 LTF & STA fund estimates.

### Attachments:

- Letter to ESTA notifying of the LTF and STA estimates
- The FY26-27 County Auditor’s estimate of the LTF
- SCO’s preliminary estimate of the STA



# INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante  
Executive Director

February 13, 2026

Phil Moores  
Executive Director  
Eastern Sierra Transit Authority  
P.O. Box 1357  
Bishop, CA 93515

Attn Phil:

This is the Auditor's estimate of Transportation Development Act (TDA) funds available in the upcoming Fiscal Year 2026-2027. Please use this letter to formulate your upcoming allocation request. The Auditor's estimate is based on the average amount of funds received FY 14-15 through FY 24-25. The table below summarizes the amount of Local Transportation Funds (LTF) received by the LTC and how those funds have been allocated Since 2010-11.

### History

Fiscal Year	Over / Under	Amount Received from State	ESTA Operating Expense <sup>1</sup>	ESAAA Operating Expenses	Bicycle and Pedestrian	Admin. & Audits	Total Allocations
10-11	+10,094	\$808,953	\$716,689	\$37,762	\$15,413	\$28,212	\$798,859
11-12	+76,257	\$832,507	\$677,803	\$35,674	\$14,561	\$28,212	\$756,250
12-13	+70,846	\$868,134	\$705,770	\$37,145	\$15,161	\$39,212	\$797,288
13-14	-85,170	\$763,558	\$753,660	\$39,666	\$16,190	\$39,212	\$848,728
14-15	-4,446	\$850,948	\$770,108	\$40,531	\$16,543	\$28,212	\$855,394
15-16	+60,722	\$881,963	\$720,622	\$37,927	\$15,480	\$47,212	\$821,241
16-17	-2,658	\$846,572	\$748,582	\$39,399	\$16,060	\$46,189	\$849,230
17-18	+103,290	\$943,519	\$743,855	\$39,150	\$15,979	\$41,245	\$840,229
18-19	+84,962	\$988,844	\$782,785	\$41,199	\$16,816	\$63,078	\$903,882
19-20	+111,738	\$958,545	\$746,836	\$39,307	\$16,043	\$44,621	\$846,807
20-21	+291,013	\$986,804	\$576,866	\$30,361	\$12,392	\$76,171	\$695,791
21-22	+444,452	\$1,314,191	\$760,447	\$0	\$15,519	\$93,773	\$869,739
21-22	30% Reserve Dist.		\$336,327	\$0	\$6,864	\$38,132	\$381,323
22-23	+289,809	\$1,181,949	\$741,005	\$0	\$15,123	\$136,012	\$892,140
22-23	30% Reserve Dist.		\$342,458	\$0	\$6,989	\$38,827	\$388,274
23-24	+359,596	\$1,299,904	\$822,689	\$0	\$16,790	\$100,829	\$940,308
24-25	+249,652	\$1,221,342	\$850,169	\$0	\$17,350	\$104,171	\$971,690
25-26	Estimate	\$1,029,149	\$852,248	\$0	\$44,855	\$132,046	\$1,029,149
<b>26-27</b>	<b>Estimate</b>	<b>\$1,066,188</b>	<b>\$911,591</b>	<b>\$0</b>	<b>\$47,978</b>	<b>\$47,979</b>	<b>\$1,066,188</b>

Per the LTC Organization and Procedures Manual:

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

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

The total estimate for FY 2026-27 is \$1,066,188 in TDA revenues. An estimated amount of remaining funds totaling \$911,591 is available to ESTA. To keep the allocation to ESTA consistent and assuming adequate funds are available in the TDA reserve balance, LTC staff prefer to distribute LTF funds evenly over the course of the year. The LTC allocates funds based on the priorities set forth in its Organization and Procedures Manual and the Transportation Development Act.

### **TDA Audit Requirement**

Note that the annual fiscal and compliance audit of ESTA is required to be submitted to the State Controller’s Office and the LTC within 180 days of the end of the Fiscal Year. It is possible to extend the audit by 90 days.

**Timeline** - Please submit your TDA allocation request by May 15<sup>th</sup>, so that the TDA allocation can be considered at the June LTC meeting. Let me know if you have questions or concerns.

### **Attachments:**

TDA Claim forms  
FY26-27 STA Efficiency Calculation Worksheet.xls  
FY26-27 LTF Auditor Estimate 10-Year average  
FY26-27 STA & SGR estimates

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Monthly Payments to County Transportation Funds from the 1/4% Local Sales and Use Tax

Fiscal Year From	Fiscal Year To	County Code	Jurisdiction	Year To Date	Distributed July
2025	2026	14	INYO COUNTY	721813.64	116248.83
2024	2025	14	INYO COUNTY	1260255.89	104866.75
2023	2024	14	INYO COUNTY	1318316.39	123279.58
2022	2023	14	INYO COUNTY	1176799.18	118129.6
2021	2022	14	INYO COUNTY	1316363.88	120302.3
2020	2021	14	INYO COUNTY	975727.04	109225.38
2019	2020	14	INYO COUNTY	949887.71	100567.53
2018	2019	14	INYO COUNTY	955823.79	81401.11
2017	2018	14	INYO COUNTY	915477.8	52300
2016	2017	14	INYO COUNTY	869472.83	62100
2015	2016	14	INYO COUNTY	859263.77	52400
2014	2015	14	INYO COUNTY	858248.85	55500
2013	2014	14	INYO COUNTY	787558.63	65800
2012	2013	14	INYO COUNTY	853866.81	56600
2011	2012	14	INYO COUNTY	839807.59	59700
2010	2011	14	INYO COUNTY	785053.09	53600

COUNTY C

General Ledger Tr

Report Date: 02/

Post Date	Sub-System	Reference	PEID	Description
<b>504602</b>	<b>LOCAL TRANSPORTATION TRUST</b>			
<b>4061</b>	<b>LOCAL TRANSPORTATION TAX</b>			
09/25/2024	CR	CR149390	<a href="#">RECEIPTS</a>	090624 1/4% SALES TAX
10/25/2024	CR	CR150078	<a href="#">RECEIPTS</a>	100424 1/4% SALES TAX
11/25/2024	CR	CR150757	<a href="#">RECEIPTS</a>	111424 1/4% SALES TAX
12/26/2024	CR	CR151462	<a href="#">RECEIPTS</a>	120624 1/4% SALES TAX
01/27/2025	CR	CR152146	<a href="#">RECEIPTS</a>	010325 1/4% SALES TAX
02/26/2025	CR	CR152832	<a href="#">RECEIPTS</a>	021425 1/4% SALES TAX
03/24/2025	CR	CR153398	<a href="#">RECEIPTS</a>	030725 1/4% SALES TAX
04/25/2025	CR	CR154201	<a href="#">RECEIPTS</a>	042525 1/4% SALES TAX
05/28/2025	CR	CR154947	<a href="#">RECEIPTS</a>	051525 1/4% SALES TAX
06/24/2025	CR	CR155502	<a href="#">RECEIPTS</a>	060625 1/4% SALES TAX
06/29/2025	<a href="#">AR</a>	TTLAR	<a href="#">N/A..N/A</a>	AutoID: AM25725A Job: :
06/29/2025	<a href="#">AR</a>	TTLAR	<a href="#">N/A..N/A</a>	AutoID: AR25827 Job: 39

**Total LOCAL**

**Total LOCAL**



Distributed August	Distributed September	Distributed October	Distributed November	Distributed December
96887.65	94234.92	100466.95	130034.01	98692.81
147184.12	85914.31	108785.22	101488.92	112118.19
108941	96070.75	100379.6	142526.89	89095.6
103606.2	89913.31	105472.18	101242.05	101571.48
111383.09	90745.97	129329.65	182934.42	99621
53080.64	83098.16	134955.63	48040.77	69831.89
62236.49	87397.57	120639.74	80129.42	67180.87
68640.72	69438.8	127709.39	75170.91	74815.02
69700	124331.64	62500	83400	82516.4
82800	72017.29	63300	84400	64846.08
69800	114471.86	66100	88200	62331
74000	72644.62	70700	94200	49256.68
87700	40822.97	65300	87000	90000.02
75400	108897.59	67800	90400	58764.96
79600	53898.78	53700	71600	109802.44
61800	95016.33	57300	76400	60544.06

## OF INYO

### Transaction Detail

12/2026

	Misc	Debits	Credits	Net Amount	Post Date
					504602 LO
					4061 LO
ζ ADV			85,914.31	-85,914.31	09/26/2023
ζ ADV			108,785.22	-108,785.22	10/25/2023
ζ ADV			101,488.92	-101,488.92	11/28/2023
ζ ADV			112,118.19	-112,118.19	12/27/2023
ζ ADV			92,190.36	-92,190.36	01/25/2024
ζ ADV			91,489.86	-91,489.86	02/27/2024
ζ ADV			99,717.19	-99,717.19	03/26/2024
ζ ADV			90,191.10	-90,191.10	04/25/2024
ζ ADV			126,349.34	-126,349.34	05/28/2024
ζ ADV			99,960.53	-99,960.53	06/25/2024
3927584			116,248.83	-116,248.83	06/30/2024
54732			96,887.65	-96,887.65	06/30/2024
. TRANSPORTATI		0.00	1,221,341.50	-1,221,341.50	JE 06/30/2024
. TRANSPORTATIC		0.00	1,221,341.50	-1,221,341.50	

**Grand Total**                    0.00   1,221,341.50   -1,221,341.50

Distributed January	Distributed February	Distributed March	Distributed April	Distributed May
85248.47	0	0	0	0
92190.36	91489.86	99717.19	90191.1	126349.34
90066.11	126002.55	122742.74	92956.74	120632.47
90344.57	113670.44	79352.78	84708.89	106511.56
89197.95	116983.3	79293.64	86216.73	120805.32
86866.98	70833.34	65093.33	87133.78	88094.11
94490.98	89415	63986.8	64801.66	61884.73
97580.6	63642.65	72399.41	97302.98	45227.04
55500	74000	99791.38	52400	85378.04
52100	69500	109854.48	51600	68800
57100	76100	71348.17	67400	89800
52100	69400	74560.62	47500	63300
59500	79300	37296.58	51800	69000
60100	80100	62095.52	55700	74300
55400	73800	78415.29	51100	68100
52800	70400	54237.08	37600	55100

## COUNTY OF INYO

### General Ledger Transaction Detail

Report Date: 02/12/2026

Sub-System	Reference	PEID	Description	Misc
<b>LOCAL TRANSPORTATION TRUST</b>				
<b>LOCAL TRANSPORTATION TAX</b>				
CR	CR141107	<a href="#">RECEIPTS</a>	CASH RECEIPTS 090823 1/4% SALE	
CR	CR141748	<a href="#">RECEIPTS</a>	100623 1/4% SALES TAX ADV	
CR	CR142457	<a href="#">RECEIPTS</a>	111523 1/4% SALES TAX ADV	
CR	CR143101	<a href="#">RECEIPTS</a>	120823 1/4% SALES TAX ADV	
CR	CR143741	<a href="#">RECEIPTS</a>	010524 1/4% SALES TAX ADV	
CR	CR144479	<a href="#">RECEIPTS</a>	021524 1/4% SALES TAX ADV	
CR	CR145121	<a href="#">RECEIPTS</a>	030824 1/4% SALES TAX ADV	
CR	CR145878	<a href="#">RECEIPTS</a>	040524 1/4% SALES TAX ADV	
CR	CR146591	<a href="#">RECEIPTS</a>	051624 1/4% SALES TAX ADV	
CR	CR147249	<a href="#">RECEIPTS</a>	060724 1/4% SALES TAX ADV	
<a href="#">AR</a>	TTLAR	<a href="#">N/A..N/A</a>	AutoID: AR24725A Job: 3698397	
<a href="#">AR</a>	TTLAR	<a href="#">N/A..N/A</a>	AutoID: AG24827A Job: 3721474	
<a href="#">JE</a>	JA23537	<a href="#">N/A..N/A</a>	AJE01 CRT 1/4% SALE TAX REV	
<b>Total LOCAL TRANSPORTATI</b>				
<b>Total LOCAL TRANSPORTATI</b>				

**TOTAL LOCAL TRANSFORMATION** \_\_\_\_\_

**Grand Total** \_\_\_\_\_

Distributed June

0

99960.53

105622.36

82276.12

89550.51

79473.03

57156.92

82495.16

73660.34

88154.98

44212.74

135086.93

54039.06

63708.74

84691.08

110255.62

<u>Debits</u>	<u>Credits</u>	<u>Net Amount</u>
	96,070.75	-96,070.75
	100,379.60	-100,379.60
	142,526.89	-142,526.89
	89,095.60	-89,095.60
	90,066.11	-90,066.11
	126,002.55	-126,002.55
	122,742.74	-122,742.74
	92,956.74	-92,956.74
	120,632.47	-120,632.47
	105,622.36	-105,622.36
	104,866.75	-104,866.75
	147,184.12	-147,184.12
<u>38,243.12</u>		<u>38,243.12</u>
<u>38,243.12</u>	<u>1,338,146.68</u>	<u>-1,299,903.56</u>
38 243 12	1 338 146 68	-1 299 903 56

<u>38,243.12</u>	<u>1,338,146.68</u>	<u>-1,299,903.56</u>
<u><u>38,243.12</u></u>	<u><u>1,338,146.68</u></u>	<u><u>-1,299,903.56</u></u>



MALIA M. COHEN  
CALIFORNIA STATE CONTROLLER

January 31, 2026

County Auditors Responsible for State Transit Assistance Funds  
Transportation Planning Agencies  
County Transportation Commissions  
San Diego Metropolitan Transit System

**SUBJECT: Fiscal Year 2026-27 State Transit Assistance Allocation Preliminary Estimate**

Enclosed is a summary schedule of State Transit Assistance (STA) funds estimated for Fiscal Year (FY) 2026-27 for each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office (SCO) transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated August 1, 2023. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

According to the FY 2026-27 proposed California Budget, the estimated amount of STA funds budgeted is \$717,877,000. SCO anticipates the first quarter's allocation will be paid by November 30, 2026. Please refer to the schedule for the amounts that relate to your agency.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at [LRasmussen@sco.ca.gov](mailto:LRasmussen@sco.ca.gov) with any questions, or for additional information.

Sincerely,

MELMA DIZON  
Manager, Local Apportionments Section

County Auditors Responsible for State Transit Assistance Funds  
Transportation Planning Agencies  
County Transportation Commissions  
San Diego Metropolitan Transit System  
January 31, 2026  
Page 2

Enclosures: State Transit Assistance Allocation Summary, 2026-27 January Estimate  
and State Transit Allocation PUC 99314 Allocation Detail, 2026-27 January Estimate

**STATE CONTROLLER'S OFFICE**  
**STATE TRANSIT ASSISTANCE ALLOCATION SUMMARY**  
**FISCAL YEAR 2026-27 - JANUARY ESTIMATE**  
**JANUARY 31, 2026**

Regional Entity	PUC 99313 Allocation		PUC 99313 Allocation		PUC 99314	Total Allocation
	RTC 7102(a)(3), 6051.8(a), 6201.8(a)		RTC 6051.8(b), 6201.8(b)		Allocation	
	A	B	C	D = (A + B + C)		
Metropolitan Transportation Commission	\$ 38,444,922	\$ 31,150,762	\$ 192,335,693	\$ 261,931,377		
Sacramento Area Council of Governments	10,119,793	8,199,763	6,220,652	24,540,208		
San Diego Association of Governments	4,777,626	3,871,166	2,138,091	10,786,883		
San Diego Metropolitan Transit System	11,743,879	9,515,711	8,802,920	30,062,510		
Tahoe Regional Planning Agency	553,193	448,236	56,719	1,058,148		
Alpine County Transportation Commission	5,911	4,790	808	11,509		
Amador County Transportation Commission	198,649	160,960	12,859	372,468		
Butte County Association of Governments	1,042,001	844,302	102,328	1,988,631		
Calaveras County Local Transportation Commission	224,553	181,949	5,004	411,506		
Colusa County Local Transportation Commission	110,594	89,611	8,877	209,082		
Del Norte County Local Transportation Commission	133,280	107,993	12,887	254,160		
El Dorado County Local Transportation Commission	891,258	722,160	109,033	1,722,451		
Fresno County Council of Governments	5,207,135	4,219,184	1,678,398	11,104,717		
Glenn County Local Transportation Commission	147,464	119,486	7,503	274,453		
Humboldt County Association of Governments	671,907	544,426	206,458	1,422,791		
Imperial County Transportation Commission	936,428	758,759	156,466	1,851,653		
Inyo County Local Transportation Commission	94,396	76,487	0	170,883		
Kern Council of Governments	4,639,290	3,759,077	510,003	8,908,370		
Kings County Association of Governments	773,323	626,600	55,792	1,455,715		
Lake County/City Council of Governments	337,688	273,619	31,433	642,740		
Lassen County Local Transportation Commission	144,186	116,829	11,775	272,790		
Los Angeles County Metropolitan Transportation Authority	49,592,341	40,183,180	118,897,679	208,673,200		
Madera County Local Transportation Commission	816,424	661,524	47,987	1,525,935		
Mariposa County Local Transportation Commission	84,942	68,826	4,600	158,368		
Mendocino Council of Governments	451,029	365,455	60,345	876,829		
Merced County Association of Governments	1,471,581	1,192,377	125,016	2,788,974		
Modoc County Local Transportation Commission	42,635	34,545	6,783	83,963		
Mono County Local Transportation Commission	63,688	51,604	177,957	293,249		
Transportation Agency for Monterey County	2,203,409	1,785,356	1,237,377	5,226,142		
Nevada County Local Transportation Commission	503,886	408,284	43,614	955,784		
Orange County Transportation Authority	15,944,100	12,919,024	10,383,762	39,246,886		
Placer County Transportation Planning Agency	1,628,846	1,319,805	416,366	3,365,017		
Plumas County Local Transportation Commission	94,823	76,832	26,907	198,562		
Riverside County Transportation Commission	12,530,829	10,153,353	3,653,833	26,338,015		
Council of San Benito County Governments	335,519	271,861	9,539	616,919		
San Bernardino County Transportation Authority	11,083,671	8,980,765	4,237,465	24,301,901		
San Joaquin Council of Governments	4,046,274	3,278,574	1,626,158	8,951,006		
San Luis Obispo Area Council of Governments	1,402,576	1,136,465	176,757	2,715,798		
Santa Barbara County Association of Governments	2,245,089	1,819,128	1,028,698	5,092,915		
Santa Cruz County Transportation Commission	1,324,111	1,072,887	2,198,166	4,595,164		
Shasta Regional Transportation Agency	904,805	733,136	85,561	1,723,502		
Sierra County Local Transportation Commission	15,918	12,897	1,120	29,935		
Siskiyou County Local Transportation Commission	217,468	176,208	17,096	410,772		
Stanislaus Council of Governments	2,790,545	2,261,095	285,944	5,337,584		
Tehama County Transportation Commission	325,502	263,745	12,261	601,508		
Trinity County Transportation Commission	79,756	64,623	4,802	149,181		
Tulare County Association of Governments	2,446,319	1,982,179	460,514	4,889,012		
Tuolumne County Transportation Council	272,931	221,148	12,806	506,885		
Ventura County Transportation Commission	4,162,507	3,372,754	1,235,688	8,770,949		
Subtotals	\$ 198,279,000	\$ 160,659,500				
State Totals		\$ 358,938,500	\$ 358,938,500	\$ 717,877,000		

**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
<b>Altamont Corridor Express*</b>				
Alameda County Congestion Management Agency	\$ NA	\$ 155,081	\$ 125,657	\$ 280,738
Santa Clara Valley Transportation Authority	NA	89,470	72,495	161,965
San Joaquin Regional Rail Commission	NA	501,030	405,970	907,000
Regional Entity Totals	0	745,581	604,122	1,349,703
	0	(745,581)	(604,122)	(1,349,703)
<b>Metropolitan Transportation Commission</b>				
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**				
	2,032,465,904	70,745,068	57,322,597	128,067,665
Central Contra Costa Transit Authority	12,684,408	441,513	357,744	799,257
City of Dixon	123,850	4,311	3,493	7,804
Eastern Contra Costa Transit Authority	6,132,724	213,465	172,964	386,429
City of Fairfield	2,250,751	78,343	63,479	141,822
Golden Gate Bridge Highway and Transportation District	138,827,667	4,832,245	3,915,422	8,747,667
Livermore-Amador Valley Transit Authority	6,084,421	211,784	171,602	383,386
Marin County Transit District	23,726,064	825,845	669,157	1,495,002
Napa Valley Transportation Authority	1,722,522	59,957	48,581	108,538
Peninsula Corridor Joint Powers Board	144,681,126	5,035,989	4,080,510	9,116,499
City of Petaluma	739,065	25,725	20,844	46,569
City of Rio Vista	39,373	1,370	1,110	2,480
San Francisco Bay Area Water Emergency Transportation Authority	39,452,081	1,373,229	1,112,686	2,485,915
San Mateo County Transit District	145,105,738	5,050,769	4,092,486	9,143,255
Santa Clara Valley Transportation Authority	439,800,215	15,308,348	12,403,894	27,712,242
City of Santa Rosa	2,483,478	86,444	70,043	156,487
Solano County Transit	5,290,076	184,134	149,199	333,333
County of Sonoma	3,459,517	120,417	97,570	217,987
Sonoma-Marín Area Rail Transit District	29,993,581	1,044,002	845,923	1,889,925
City of Union City	1,879,467	65,420	53,007	118,427
City of Vacaville	402,817	14,021	11,361	25,382
Western Contra Costa Transit Authority	8,044,931	280,024	226,895	506,919
Regional Entity Subtotals	3,045,389,776	106,002,423	85,890,567	191,892,990
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	155,081	125,657	280,738
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	89,470	72,495	161,965
Regional Entity Totals	3,045,389,776	106,246,974	86,088,719	192,335,693
<b>Sacramento Area Council of Governments</b>				
City of Davis (Unitrans)	2,957,630	102,948	83,415	186,363
County of Sacramento	1,189,071	41,389	33,536	74,925
Sacramento Regional Transit System	88,543,261	3,081,970	2,497,227	5,579,197
Yolo County Transportation District	4,689,895	163,244	132,271	295,515
Yuba Sutter Transit Authority	1,343,449	46,762	37,890	84,652
Regional Entity Totals	98,723,306	3,436,313	2,784,339	6,220,652

\* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

\*\* The amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
San Diego Association of Governments				
North County Transit District	33,932,036	1,181,090	957,001	2,138,091
San Diego Metropolitan Transit System				
San Diego Metropolitan Transit System	33,958,141	1,181,998	957,738	2,139,736
San Diego Transit Corporation	62,951,421	2,191,182	1,775,449	3,966,631
San Diego Trolley, Inc.	42,794,978	1,489,586	1,206,967	2,696,553
Regional Entity Totals	139,704,540	4,862,766	3,940,154	8,802,920
Southern California Regional Rail Authority***				
Los Angeles County Metropolitan Transportation Authority	NA	4,132,247	3,348,236	7,480,483
Orange County Transportation Authority	NA	1,814,660	1,470,364	3,285,024
Riverside County Transportation Commission	NA	923,407	748,209	1,671,616
San Bernardino County Transportation Authority	NA	932,476	755,558	1,688,034
Ventura County Transportation Commission	NA	441,916	358,071	799,987
Regional Entity Totals	0	8,244,706	6,680,438	14,925,144
	0	(8,244,706)	(6,680,438)	(14,925,144)
Tahoe Regional Planning Agency				
Tahoe Transportation District	900,147	31,332	25,387	56,719
Alpine County Transportation Commission				
County of Alpine	12,816	446	362	808
Amador County Transportation Commission				
Amador Transit	204,076	7,103	5,756	12,859
Butte County Association of Governments				
Butte Regional Transit	1,601,714	55,752	45,174	100,926
City of Gridley - Specialized Service	22,232	774	628	1,402
Regional Entity Totals	1,623,946	56,526	45,802	102,328
Calaveras County Local Transportation Commission				
Calaveras Transit Agency	79,417	2,764	2,240	5,004
Colusa County Local Transportation Commission				
County of Colusa	140,877	4,904	3,973	8,877
Del Norte County Local Transportation Commission				
Redwood Coast Transit Authority	204,530	7,119	5,768	12,887
El Dorado County Local Transportation Commission				
El Dorado County Transit Authority	1,730,379	60,230	48,803	109,033

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
<b>Fresno County Council of Governments</b>				
City of Clovis	1,770,328	61,621	49,929	111,550
City of Fresno	22,991,076	800,262	648,428	1,448,690
Fresno County Rural Transit Agency	1,875,194	65,271	52,887	118,158
Regional Entity Totals	26,636,598	927,154	751,244	1,678,398
<b>Glenn County Local Transportation Commission</b>				
County of Glenn Transit Service	119,071	4,145	3,358	7,503
<b>Humboldt County Association of Governments</b>				
City of Arcata	213,054	7,416	6,009	13,425
Humboldt Transit Authority	3,063,481	106,632	86,401	193,033
Regional Entity Totals	3,276,535	114,048	92,410	206,458
<b>Imperial County Transportation Commission</b>				
Imperial County Transportation Commission	2,462,028	85,697	69,438	155,135
Quechan Indian Tribe	21,107	735	596	1,331
Regional Entity Totals	2,483,135	86,432	70,034	156,466
<b>Inyo County Local Transportation Commission</b>				
	None	None	None	None
<b>Kern Council of Governments</b>				
City of Arvin	62,152	2,163	1,753	3,916
City of California City	25,760	897	728	1,625
City of Delano	279,451	9,727	7,881	17,608
Golden Empire Transit District	5,882,508	204,755	165,907	370,662
County of Kern	1,194,767	41,587	33,697	75,284
City of McFarland	12,106	421	342	763
City of Ridgecrest	159,250	5,543	4,491	10,034
City of Shafter	57,568	2,004	1,624	3,628
City of Taft	360,169	12,537	10,158	22,695
City of Tehachapi	28,252	983	798	1,781
City of Wasco	31,839	1,108	899	2,007
Regional Entity Totals	8,093,822	281,725	228,278	510,003
<b>Kings County Association of Governments</b>				
City of Corcoran	122,620	4,268	3,458	7,726
Kings County Area Public Transit Agency	762,823	26,552	21,514	48,066
Regional Entity Totals	885,443	30,820	24,972	55,792
<b>Lake County/City Council of Governments</b>				
Lake Transit Authority	498,852	17,364	14,069	31,433
<b>Lassen County Local Transportation Commission</b>				
Lassen Transit Service Agency	186,872	6,505	5,270	11,775

**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
<b>Los Angeles County Metropolitan Transportation Authority</b>				
Antelope Valley Transit Authority	20,326,872	707,528	573,288	1,280,816
City of Arcadia	1,607,131	55,940	45,327	101,267
City of Burbank	3,769,842	131,219	106,323	237,542
City of Claremont	456,234	15,880	12,867	28,747
City of Commerce	4,235,696	147,434	119,461	266,895
City of Culver City	15,278,536	531,808	430,908	962,716
Foothill Transit	67,815,955	2,360,504	1,912,645	4,273,149
City of Gardena	13,772,242	479,377	388,425	867,802
City of Glendale	8,225,171	286,298	231,978	518,276
City of La Mirada	874,670	30,445	24,669	55,114
Long Beach Public Transportation Company	60,542,189	2,107,323	1,707,500	3,814,823
City of Los Angeles	98,801,791	3,439,044	2,786,554	6,225,598
County of Los Angeles	6,316,927	219,876	178,159	398,035
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	46,373,111	37,574,735	83,947,846
City of Montebello	20,096,742	699,517	566,798	1,266,315
City of Norwalk	9,188,277	319,821	259,141	578,962
City of Pasadena	7,704,457	268,173	217,292	485,465
City of Redondo Beach	2,905,619	101,137	81,949	183,086
City of Santa Clarita	26,010,198	905,350	733,578	1,638,928
City of Santa Monica	47,544,183	1,654,894	1,340,911	2,995,805
Southern California Regional Rail Authority***	236,865,779	NA	NA	NA
City of Torrance	<u>20,472,763</u>	<u>712,606</u>	<u>577,403</u>	<u>1,290,009</u>
Regional Entity Subtotals	2,005,084,609	61,547,285	49,869,911	111,417,196
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	<u>4,132,247</u>	<u>3,348,236</u>	<u>7,480,483</u>
Regional Entity Totals	2,005,084,609	65,679,532	53,218,147	118,897,679
<b>Madera County Local Transportation Commission</b>				
City of Chowchilla	524,476	18,256	14,792	33,048
City of Madera	169,785	5,910	4,789	10,699
County of Madera	<u>67,286</u>	<u>2,342</u>	<u>1,898</u>	<u>4,240</u>
Regional Entity Totals	761,547	26,508	21,479	47,987
<b>Mariposa County Local Transportation Commission</b>				
County of Mariposa	73,004	2,541	2,059	4,600
<b>Mendocino Council of Governments</b>				
Mendocino Transit Authority	957,692	33,335	27,010	60,345
<b>Merced County Association of Governments</b>				
Transit Joint Powers Authority of Merced County	1,025,125	35,682	28,912	64,594
Yosemite Area Regional Transportation System (YARTS)	<u>958,913</u>	<u>33,377</u>	<u>27,045</u>	<u>60,422</u>
Regional Entity Totals	1,984,038	69,059	55,957	125,016

\*\*\* The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
<b>Modoc County Local Transportation Commission</b>				
Modoc Transportation Agency	107,653	3,747	3,036	6,783
<b>Mono County Local Transportation Commission</b>				
Eastern Sierra Transit Authority	2,824,223	98,304	79,653	177,957
<b>Transportation Agency for Monterey County</b>				
Monterey-Salinas Transit District	19,637,486	683,532	553,845	1,237,377
<b>Nevada County Local Transportation Commission</b>				
County of Nevada	369,077	12,847	10,409	23,256
City of Truckee	323,083	11,246	9,112	20,358
Regional Entity Totals	692,160	24,093	19,521	43,614
<b>Orange County Transportation Authority</b>				
City of Laguna Beach	1,910,271	66,492	53,876	120,368
Orange County Transportation Authority	110,748,483	3,854,878	3,123,492	6,978,370
Regional Entity Subtotals	112,658,754	3,921,370	3,177,368	7,098,738
Orange County Transportation Authority - Corresponding to SCRRA***	NA	1,814,660	1,470,364	3,285,024
Regional Entity Totals	112,658,754	5,736,030	4,647,732	10,383,762
<b>Placer County Transportation Planning Agency</b>				
City of Auburn	21,830	760	617	1,377
County of Placer	5,410,141	188,314	152,585	340,899
City of Roseville	1,175,827	40,928	33,162	74,090
Regional Entity Totals	6,607,798	230,002	186,364	416,366
<b>Plumas County Local Transportation Commission</b>				
County Service Area 12 - Specialized Service	80,198	2,791	2,262	5,053
County of Plumas	346,829	12,072	9,782	21,854
Regional Entity Totals	427,027	14,863	12,044	26,907
<b>Riverside County Transportation Commission</b>				
City of Banning	208,349	7,252	5,876	13,128
City of Beaumont	318,557	11,088	8,984	20,072
City of Corona	426,555	14,847	12,030	26,877
Palo Verde Valley Transit Agency	175,762	6,118	4,957	11,075
City of Riverside - Specialized Service	493,635	17,182	13,922	31,104
Riverside Transit Agency	18,329,390	638,000	516,952	1,154,952
Sunline Transit Agency	11,506,078	400,498	324,511	725,009
Regional Entity Subtotals	31,458,326	1,094,985	887,232	1,982,217
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	923,407	748,209	1,671,616
Regional Entity Totals	31,458,326	2,018,392	1,635,441	3,653,833

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**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a)</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b)</b>	<b>Total Allocation C = (A + B)</b>
		<b>A</b>	<b>B</b>	
<b>Council of San Benito County Governments</b>				
San Benito County Local Transportation Authority	151,384	5,269	4,270	9,539
<b>San Bernardino County Transportation Authority</b>				
Morongo Basin Transit Authority	1,027,787	35,775	28,987	64,762
Mountain Area Regional Transit Authority	564,732	19,657	15,927	35,584
City of Needles	58,190	2,025	1,641	3,666
Omnitrans	34,279,207	1,193,174	966,793	2,159,967
Victor Valley Transit Authority	4,530,204	157,685	127,767	285,452
Regional Entity Subtotals	40,460,120	1,408,316	1,141,115	2,549,431
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	932,476	755,558	1,688,034
Regional Entity Totals	40,460,120	2,340,792	1,896,673	4,237,465
<b>San Joaquin Council of Governments</b>				
Altamont Corridor Express *	21,420,132	NA	NA	NA
City of Escalon	51,911	1,807	1,464	3,271
City of Lodi	887,825	30,903	25,040	55,943
City of Manteca	77,826	2,709	2,195	4,904
City of Ripon	44,345	1,544	1,251	2,795
San Joaquin Regional Transit District	10,156,807	353,533	286,457	639,990
City of Tracy	194,489	6,770	5,485	12,255
Regional Entity Subtotals	32,833,335	397,266	321,892	719,158
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	501,030	405,970	907,000
Regional Entity Totals	32,833,335	898,296	727,862	1,626,158
<b>San Luis Obispo Area Council of Governments</b>				
City of Atascadero	37,783	1,315	1,066	2,381
City of Morro Bay	42,401	1,476	1,196	2,672
San Luis Obispo Regional Transit Authority	1,903,882	66,269	53,696	119,965
City of San Luis Obispo Transit	821,105	28,581	23,158	51,739
Regional Entity Totals	2,805,171	97,641	79,116	176,757
<b>Santa Barbara County Association of Governments (SBCAG)</b>				
City of Guadalupe	69,525	2,420	1,961	4,381
City of Lompoc	136,501	4,751	3,850	8,601
County of Santa Barbara	0	0	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	56,404	45,702	102,106
Santa Barbara Metropolitan Transit District	13,488,703	469,508	380,428	849,936
City of Santa Maria	906,214	31,543	25,558	57,101
City of Solvang	104,313	3,631	2,942	6,573
Regional Entity Totals	16,325,709	568,257	460,441	1,028,698

\* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

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**STATE CONTROLLER'S OFFICE  
STATE TRANSIT ASSISTANCE  
PUC 99314 ALLOCATION DETAIL  
FISCAL YEAR 2026-27 - JANUARY ESTIMATE  
JANUARY 31, 2026**

<b>Regional Entity and Operator(s)</b>	<b>Revenue Basis</b>	<b>PUC 99314 Allocation RTC 7102(a)(3), 6051.8(a), 6201.8(a) A</b>	<b>PUC 99314 Allocation RTC 6051.8(b), 6201.8(b) B</b>	<b>Total Allocation C = (A + B)</b>
Santa Cruz County Transportation Commission Santa Cruz Metropolitan Transit District	34,885,448	1,214,275	983,891	2,198,166
Shasta Regional Transportation Agency Redding Area Bus Authority	1,357,867	47,264	38,297	85,561
Sierra County Local Transportation Commission County of Sierra - Specialized Service	17,768	618	502	1,120
Siskiyou County Local Transportation Commission County of Siskiyou	271,330	9,444	7,652	17,096
Stanislaus Council of Governments Stanislaus Regional Transit Authority	4,244,345	147,735	119,705	267,440
City of Turlock	293,666	10,222	8,282	18,504
Regional Entity Totals	<u>4,538,011</u>	<u>157,957</u>	<u>127,987</u>	<u>285,944</u>
Tehama County Transportation Commission County of Tehama	194,589	6,773	5,488	12,261
Trinity County Transportation Commission County of Trinity	76,212	2,653	2,149	4,802
Tulare County Association of Governments City of Porterville	846,792	29,475	23,882	53,357
City of Tulare	589,094	20,505	16,614	37,119
County of Tulare	1,191,032	41,457	33,591	75,048
Tulare County Regional Transit Agency	290,035	10,095	8,180	18,275
City of Visalia	4,391,535	152,858	123,857	276,715
Regional Entity Totals	<u>7,308,488</u>	<u>254,390</u>	<u>206,124</u>	<u>460,514</u>
Tuolumne County Transportation Council Tuolumne County Transit Agency	203,234	7,074	5,732	12,806
Ventura County Transportation Commission City of Camarillo	751,079	26,143	21,183	47,326
Gold Coast Transit District	4,272,461	148,714	120,498	269,212
City of Moorpark	299,991	10,442	8,461	18,903
City of Simi Valley	1,167,392	40,634	32,925	73,559
City of Thousand Oaks	423,749	14,750	11,951	26,701
Regional Entity Subtotals	<u>6,914,672</u>	<u>240,683</u>	<u>195,018</u>	<u>435,701</u>
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	441,916	358,071	799,987
Regional Entity Totals	<u>6,914,672</u>	<u>682,599</u>	<u>553,089</u>	<u>1,235,688</u>
<b>STATE TOTALS</b>	<u><u>\$ 5,696,443,829</u></u>	<u><u>\$ 198,279,000</u></u>	<u><u>\$ 160,659,500</u></u>	<u><u>\$ 358,938,500</u></u>

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# **Informational Item #7**

## **Q2 OWP Progress Report**



# 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 3 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 third quarter of FY 2025–26, the ICLTC convened one regular Commission meeting in February. This involves the preparation of agendas, staff reports, minutes and follow-up with Chair, and/or Executive Director for resolution & minute order approval. Meetings are conducted in person with a virtual participation option via Zoom to ensure accessibility.

Staff coordinated with Price Paige Inc. and the County Auditor’s Office to finalize the FY 2023–24 fiscal audit and prepared the County Third Quarter Budget for the ICLTC Planning Trust Account. Prepared and submitted Q2 RPA and SB1 grant invoice.

**Expended Q3 \$30,144.29 Percent Completion 75%**

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

Staff prepared the FY 2025–26 Quarter 2 OWP Progress Report and submitted it to Caltrans District 9 staff for review. Staff developed the draft OWP for FY26-27.

**Expended Q3 \$6,991.85 Percent completion 75%**

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

Staff responded to requests to edit the 2025 RTIP to ensure conformance with STIP guidelines. 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, Caltrans D9 and CTC staff. Two staff attended the March 19-20 CTC meeting in support of Inyo County’s RTIP.

**Expended Q3 \$0 Percent completion 100%**

#### **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 includes monitoring the Eastern Sierra Transit Authority (ESTA) in its role as a TDA claimant to

ensure compliance with applicable fiscal and performance requirements. Monthly transfers of TDA funds are processed by LTC staff.

**Expended Q3 \$8,598.63 Percent completion 75%**

**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 allocation, and the State of Good Repair (SGR) Program. During the second quarter, staff conducted the annual SSTAC meeting in coordination with the Lone Pine Senior Center. Staff requested the LTF fund estimate and submitted the draft estimate to ESTA in advance of their FY26-27 TDA claim.

**Expended Q3 \$3,219.56 Percent completion 75%**

**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. Staff continued coordination 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 presented at a Bishop Paiute Tribal Council meeting in February to ascertain their interest in preparing a Cycle 8 ATP grant proposal. Consultants were procured and an effort is currently underway.

**Expended Q3 \$13,527.54 Percent completion 75%**

**400.2 Development of Grant Proposals**

Staff 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 Bishop Tribal Council was amenable to an effort this year. Staff have been actively working to collaborate on a project with the Tribe. The LTC was awarded a Safe Streets and Roads for All (SS4A) grant in December. Staff have begun the process to secure a Master Agreement before work can begin on this project.

**Expended Q3 \$9,539.02 Percent completion 65%**

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

ICLTC staff and DKS Consulting 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.

**Expended Q3 \$16,780.50 Percent completion 85%**

**A Summary of tasks invoiced provided below:**

***Task – DKS Project Management:***

*Administrative support to ensure the project remains on track and on schedule.*

***Expended Q3 \$937.50 Percent completion 95%***

**Task 3 - Public Outreach:**

*A second and final stakeholder meeting was held to gather input from stakeholders regarding existing conditions, needs and gaps.*

**Expended Q3 \$942.50      Percent completion 95%**

**Task 3 - Public Outreach:**

*A second and final workshop was held in January to gather public input regarding potential siting of charging infrastructure, including constraints and opportunities for future siting. A summary and recording of the workshop were provided to staff, stakeholders and participants.*

**Expended Q3 \$1,040      Percent completion 95%**

**Task 5 Siting Analysis:**

*Consultants, under advisement by County staff, stakeholders and the public provided an in-depth analysis of potential locations for EV charging infrastructure that can encourage adoption and use of EVs by the county's residents, businesses, and visitors. Drafted an action plan for deploying the charging stations.*

**Expended Q3 \$1,894.65      Percent completion 95%**

**Task 7 – County Fleet Transition Analysis:**

*Consultant evaluated the County's existing fleet inventory and existing fleet fuel consumption and mileage records, duty cycle, dwell time, and other data to estimate theoretical electrical demands from EV charging at each charging location. Presented data via a digital dashboard that can be refreshed and evaluated in real time.*

**Expended Q3 \$4,205      Percent completion 95%**

**Task 9 – Implementation Plan:**

*Consultant drafted guidance for project implementation and identify the timeline for EV replacement for each vehicle class and charger installation by the facility, including the number, type, and location of EV charging stations needed to support full fleet electrification by the implementation phase.*

**Expended Q3 \$3,920.5      Percent completion 50%**

**Task 10 – Draft & Final Plan:**

*A progress meeting was held during the month of February to review a draft of the Draft Final Plan. A Draft Plan will be presented to the LTC in May.*

**Expended Q3 \$3,840      Percent completion 50%**

**400.3 Transportation Funding Monitoring:**

Staff attended various workshops related to State and Federal funding, including HSIP, CRP, SS4A grant programs, and hearings related to the STIP and the SHOPP.

**Expended Q3 \$529.59      Percent completion 65%**

**400.5 Evacuation Route Resilience Plan – Sustainable Transportation Planning Grant**

The Inyo County Local Transportation Commission will hire a consultant to prepare an Evacuation Route Resilience Plan to improve safety for rural communities by making critical ingress/egress routes more resilient to present and future climate change

impacts. The Plan will identify and catalog evacuation routes for Inyo County communities and develop a Capital Improvement Plan for Climate Adaptation that provides a prioritized list of necessary infrastructure improvements over a five-year implementation period. Conceptual plans (up to 30% design) may be developed to assist in the prioritization of projects and securing future implementation funding.

Work conducted in Q3 consisted of preparing and releasing a formal Request for Proposals. Three responses were received and scored. A qualified consultant was selected, and a contract has been prepared. Board approval of the contract will occur in May.

**Expended Q3 \$1,166.39 Percent completion 1%**

**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 Q3 \$6,275.06 Percent completion 75%**

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

The most recent 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 finalized RTP Amendment No. 1 to ensure consistency between planning priorities and programming actions.

**Expended Q3 \$0 Percent completion 100%**

**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 Q3 Public Works staff began collecting field data collection for 1/3 of the County's maintained mileage.

**Expended Q3 \$3,173.61 Percent completion 50%**

**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 Q3, staff monitored ongoing STIP projects and conducted planning activities related to the 2026 STIP projects. 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 Q3 \$13,905.27 Percent completion 65%**

**Summary of Expenditures:**

	Total Q1		Total Q2		Total Q3		% exp To Date		
<b>RPA</b>	\$	79,810.69	<b>RPA</b>	\$	84,093.57	<b>RPA</b>	\$	70,180.97	63%
<b>LTF</b>	\$	18,674.36	<b>LTF</b>	\$	9,991.89	<b>LTF</b>	\$	11,818.20	31%
<b>SB1</b>	\$	5,479.30	<b>SB1</b>	\$	61,290.03	<b>SB1</b>	\$	17,946.54	25%
<b>PPM</b>	\$	17,277.17	<b>PPM</b>	\$	14,045.84	<b>PPM</b>	\$	13,905.27	25%
<b>Total</b>	\$	121,241.51	<b>Total</b>	\$	169,421.33	<b>Total</b>	\$	113,850.98	

Non-OWP	RPA	RPA	RPA	LTF	LTF	RPA	RPA	SB1 (EVCINP)	SB1	RPA	RPA	RPA	RPA	PPM
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### Q3 Summary

	Other-Non OWP	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 Devel'pment	400.3 ICEVICNP	400.5 Evacuation Route Plan	400.4 Trans. Funding	500.1 Coordination & Reg. Plan.	510.1 Regional Transportati on Plan	600.1 PMS/GIS	700.1 Planning, Programming, & Monitoring
<b>Enter Fringe Benefits Q3</b>		\$ 135,500	\$ 15,000	\$ 15,000	\$ 122,046	\$ 10,000	\$ 107,500	\$ 30,000	\$ 109,261	\$ 223,000	\$ 5,000	\$ 15,000	\$ 2,000	\$ 48,000	\$ 180,000
Brandon Bardonnex	1,605.69	\$ 1,445.12	\$ -	\$ -	\$ 160.57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Robyn Ross	13,128.68	\$ 1,949.73	\$ 2,332.48	\$ 444.15	\$ -	\$ -	\$ 6,040.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,428.63	\$ 932.71	\$ -
Breanne Nelums	416.88	\$ 375.19	\$ -	\$ -	\$ 41.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mike Errante	4,041.58	\$ 2,020.79	\$ -	\$ 404.16	\$ -	\$ 404.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 808.32	\$ 404.16	\$ -	\$ -
Justine Kokx	39,733.35	\$ 12,316.44	\$ 4,659.37	\$ 102.74	\$ 844.25	\$ 2,815.41	\$ 2,321.74	\$ 7,163.53	\$ -	\$ 1,166.39	\$ 529.59	\$ 7,549.08	\$ 132.40	\$ 132.40	\$ -
John Pinckney	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,196.91	\$ -	\$ -	\$ 132.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 3,286.09	\$ -	\$ -	\$ 365.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	0.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Sal &amp; Bens</b>		\$ 22,590.28	\$ 6,991.85	\$ 951.04	\$ 1,544.62	\$ 3,219.56	\$ 8,362.73	\$ 7,163.53	\$ -	\$ 1,166.39	\$ 529.59	\$ 8,357.40	\$ 1,965.19	\$ 1,065.10	\$ -
<b>Enter ADR Totals</b>															
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	\$ 5,361.16	\$ -	\$ 83.32	\$ -	\$ 83.32	\$ -	\$ 3,161.58	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,949.61	\$ 83.32
5129 Internal Copy Charges	\$ 385.00	\$ -	\$ 128.33	\$ -	\$ 128.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128.33
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	\$ 158.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158.90	\$ -
5232 Office & Other Equip.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5263 Advertising	\$ 309.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309.25	\$ -	\$ -
5650 Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5265 Professional Services	\$ 2,246.00	\$ -	\$ 500.00	\$ -	\$ -	\$ -	\$ 1,371.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311 General Operating	\$ 3,002.06	\$ -	\$ 71.30	\$ -	\$ 71.30	\$ -	\$ 615.23	\$ 629.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,614.74
5315 County Cost Plan	\$ 9,625.15	\$ -	\$ 3,208.38	\$ -	\$ 3,208.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,208.38
5331 Travel Expense	\$ 1,388.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,388.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5539 Other Agency Cor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,780.15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5700 Construction in Pr	\$ 16,780.15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Quarter Total</b>	\$ -	\$ 30,144.29	\$ 6,991.85	\$ 951.04	\$ 8,598.63	\$ 3,219.56	\$ 13,527.54	\$ 9,539.02	\$ 16,780.15	\$ 1,166.39	\$ 529.59	\$ 8,357.40	\$ 2,274.44	\$ 3,173.61	\$ 8,597.45
<b>Year to Date</b>	\$ -	\$ 115,018.15	\$ 12,143.36	\$ 18,754.91	\$ 34,911.86	\$ 5,572.59	\$ 55,487.54	\$ 14,712.29	\$ 83,549.47	\$ 1,166.39	\$ 529.59	\$ 17,082.34	\$ 8,023.64	\$ 4,194.29	\$ 33,367.39
<b>(Under)/Over Budget</b>	\$ (20,481.85)	\$ (2,856.64)	\$ 3,754.91	\$ (87,134.14)	\$ (4,427.41)	\$ (52,012.46)	\$ (15,287.71)	\$ (25,711.31)	\$ (221,833.61)	\$ (4,470.41)	\$ 2,082.34	\$ 6,023.64	\$ (43,805.71)	\$ (146,632.61)	
<b>Q3 total</b>	\$ 30,144.29	\$ 6,991.85	\$ (0.00)	\$ 8,598.63	\$ 3,219.56	\$ 13,527.54	\$ 9,539.02	\$ 16,780.15	\$ 1,166.39	\$ 529.59	\$ 6,275.06	\$ -	\$ 3,173.61	\$ 13,905.27	
<b>Grand Total</b>	\$ 115,018.15	\$ 12,143.36	\$ 15,000.00	\$ 34,911.86	\$ 5,572.59	\$ 55,487.54	\$ 14,712.29	\$ 83,549.47	\$ 1,166.39	\$ 529.59	\$ 15,000.00	\$ 2,000.00	\$ 4,194.29	\$ 45,228.28	

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

<b>Work Element</b>	<b>Work Element Title</b>	<b>% Expended Quarter 3</b>	<b>Scheduled Completion</b>	<b>RPA</b>	<b>Total Expended 3rd Quarter</b>	<b>Total Expended to Date</b>	<b>Balance</b>
100.1	Compliance & Oversight	85%	06/30/26	\$135,500	\$30,144.29	\$115,018.15	\$20,481.85
110.1	Overall Work Program	81%	06/30/26	\$15,000	\$6,991.85	\$12,143.36	\$2,856.64
200.1	RTIP	100%	12/15/25	\$15,000	\$0.00	\$15,000.00	\$0.00
400.1	Local Project Development	52%	06/30/26	\$107,500	\$13,527.54	\$55,487.54	\$52,012.46
400.2	Grant Development	49%	06/30/26	\$30,000	\$9,539.02	\$14,712.29	\$15,287.71
400.4	Trans. Funding	0%	06/30/26	\$5,000	\$529.59	\$529.59	\$4,470.41
500.1	Coord. and Reg. Planning	49%	06/30/26	\$15,000	\$6,275.06	\$15,000.00	\$0.00
510.1	RTP	0%	06/30/26	\$2,000	\$0.00	\$2,000.00	\$0.00
600.1	PMS/GIS	11%	06/30/26	\$48,000	\$3,173.61	\$4,194.29	\$43,805.71
<b>TOTALS</b>				<b>\$373,000</b>	<b>\$70,180.97</b>	<b>\$234,085.23</b>	<b>\$138,914.77</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>				<b>\$373,000.00</b>	<b>\$180,000.00</b>	<b>\$132,046.00</b>	<b>\$332,260.78</b>	<b>\$169,421.33</b>	<b>\$290,662.84</b>	<b>\$726,643.94</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 #: 3 MFTA: 74A1634 Fiscal Year: 2025-2026  
 Period of Reimbursement: Start Date: 1/1/2026 End Date: 3/31/2026

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						
<u>Current Fiscal Year</u> 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	\$ 70,180.97	\$ -	\$ 163,904.26	\$ 138,914.77
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SB1 Competitive	11.47%	\$ 109,260.78	\$ 14,855.47	\$ 1,924.68	\$ 59,110.88	\$ 35,294.43
SHA-Climate Adaptation	11.47%	\$ 197,422.00	\$ 1,032.61	\$ 133.79	\$ -	\$ 196,389.39
<b>Current Invoice Amount</b>			<b>\$ 86,069.04</b>			

Inyo County LTC, Justine Kokx, Senior Transportation Planner  
**LOCAL AGENCY** Name & Title (please print)   
Signature 5/5/2026  
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 #:	RC#:

## **Informational Item #9**

# **ESTA Executive Director's Report**

## **ESTA STAFF REPORT**

Subject: ESTA Operations Report

Presented by: Jarett Chytka, Operation Supervisor

### **Staffing**

ESTA has had the first 4 trainees of the season pass their CDL test.

The second class is progressing and will be tested soon.

The third summer CDL training class starts on May 11, 2026. The goal is to be fully staffed for the summer season. These drivers will support Mammoth Lakes Routes to include Lakes Basin and Reds Meadow.

### **Deescalation Training:**

We had 70 Esta employees and a few TOML employees take a three-hour Transit deescalation training with CJPIA. The feedback was useful and positive.

### **Upcoming on ongoing:**

We will be participating in the Sustainability Fair in Mammoth Lakes on May 16<sup>th</sup> with our electric van.

Esta will be participating in the Mono-Inyo Healthcare Coalition (MIHCC) workshop and exercise on May 13<sup>th</sup>

Our Free Mule Day Trolley will be in full swing "kicking" off on Friday May 22<sup>nd</sup> – Sunday 24<sup>th</sup>. Previously and tentatively sponsored By High Country Lumber.

The Bishop ESTA hub will now offer service on all holidays except Thanksgiving and Christmas. This will be the first Memorial Day we have service for Bishop Dial-A-Ride and the 395 routes.

We are preparing for the New Saturday Dial-A-Ride Service in Lone Pine. We go live on July 1<sup>st</sup>, 2026.

The Lakes Basin Trolley begins on May 11, 2026. (Attached is the 2026 Brochure)

### **On-demand Dial-A-Ride Service (Spare app):**

Mammoth has been upgraded to the new Dial-A-Ride platform. Along with the On-demand app and last week our app use was at 12% of all rides requested.

The next Phase of "Spare" to be implemented, is in Lone Pine and Walker.

**Data:**

Here are the results of March and Year to date ridership numbers.

<b>March Ridership Report</b>								
<b>Route</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Current vs. Last year</b>
Benton	27.00	15.00	0.00	8.00	15.00	13.00	8.00	-5
Bishop DART	2,555.00	2,449.00	2,721.00	3,778.00	3,679.00	3,877.00	4,415.00	538
Bridgeport-Carson	20.00	6.00	16.00	10.00	8.00	23.00	20.00	-3
Lancaster	254.00	217.00	390.00	716.00	427.00	598.00	834.00	236
Lone Pine-Bishop	182.00	236.00	235.00	304.00	255.00	268.00	376.00	108
Lone Pine DART	402.00	417.00	418.00	457.00	403.00	569.00	691.00	122
Mammoth Fixed	11,839.00	8,707.00	16,772.00	17,741.00	26,933.00	27,636.00	24,605.00	-3,031
Mammoth DART	105.00	239.00	174.00	223.00	347.00	421.00	480.00	59
Mountain Resort	36,261.00	49,339.00	62,975.00	76,593.00	95,078.00	103,909.00	76,267.00	-27,642
Express	318.00	268.00	435.00	613.00	514.00	641.00	815.00	174
Night Rider	159.00	88.00	244.00	278.00	318.00	344.00	239.00	-105
Reno	426.00	462.00	671.00	272.00	967.00	1,093.00	1,086.00	-7
Walker DART	34.00	14.00	2.00	2.00	51.00	66.00	75.00	9
<b>Total</b>	<b>52,582</b>	<b>62,457</b>	<b>85,053</b>	<b>100,995</b>	<b>128,995</b>	<b>139,458</b>	<b>109,911</b>	<b>-29,547</b>

<b>Historical Annual Ridership Data</b>									
<b>Year</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Change Current vs. Last year</b>
Jan	158,754	144,341	41,512	107,382	142,382	137,144	138,412	162,521	24,109
Feb	141,240	118,822	58,171	92,870	111,066	135,978	136,960	146,306	9,346
Mar	139,505	52,582	62,457	82,051	100,995	128,995	139,458	109,911	-29,547
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		
<b>Total</b>	<b>1,132,499</b>	<b>471,428</b>	<b>603,096</b>	<b>815,503</b>	<b>876,082</b>	<b>954,997</b>	<b>932,992</b>	<b>418,738</b>	<b>3,908</b>



### MAMMOTH LAKES TRANSIT SUMMER SERVICE

Schedules are subject to change without notice. Please see [estransit.com](http://estransit.com) for current schedules.

**WELCOME ABOARD!** The Mammoth Transit summer system operates from mid-May 2026 through early November 2026 and offers a convenient, fun and friendly alternative to getting around Mammoth Lakes. Passengers ride for free on all fixed routes in town. The Dial-A-Ride service requires a fare and is available to all riders, with priority given to special needs passengers.

**VILLAGE TRANSPORTATION HUB** The Town Trolley, Mammoth Bike Park Shuttle, Lakes Basin Trolley, the Purple Line and the Teal Line all connect at The Village.

**REDS MEADOW AND DEVILS POSTPILE NATIONAL MONUMENT**  
**June 2026 through September 2026: Due to road construction this summer, the road to Agnew Meadow, Reds Meadow and Devils Postpile is completely closed Monday, Tuesday and Wednesday. The Reds Meadow Shuttle will operate limited service on Thursday and full service Friday, Saturday and Sunday. Please go to [estransit.com](http://estransit.com) for more details.**

**DOGS** are a fun part of Mammoth Lakes' mountain environment and are permitted on the Mammoth Transit Systems. For the safety and peace of mind of all passengers, dogs must be leashed and muzzled, or carried in a cage.

**MAMMOTH BIKE PARK SHUTTLE** The Mammoth Bike Park Shuttle is operated by Mammoth Mountain Ski Area for access to the Mammoth Bike Park and the Adventure Center near Main Lodge. Pedestrians may ride free, while a valid bike park ticket or pass is required to transport bicycles. Priority is given to bike park ticket and pass holders.

**ALL ESTA BUSES ARE WHEELCHAIR ACCESSIBLE**

**REAL TIME INFORMATION**  
 Download *Transit* to see when the bus will arrive at your stop.

GOOGLE MAPS    APPLE MAPS

Eastern Sierra  
**TRANSIT**  
 Eastern Sierra Transit Authority (ESTA)  
 760-924-3184  
 Mammoth Bike Park Shuttle  
 760-934-2571 ext. 3687  
[www.estransit.com](http://www.estransit.com)

TROLLEY	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
<b>TOWN TROLLEY</b>	Juniper Springs - Community Recreation Center - Welcome Center - The Village - Canyon Lodge	Mid May to early November: Every 30 minutes	7:00 am	5:00 pm

LAKES BASIN TROLLEY (with bike trailer)	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	The Village (Canyon Blvd) - Tamarack Lodge - Lake Mary (Marina) - Horseshoe Lake	Early/Late Season: Every 30 minutes (weekends) Every hour (weekdays) Peak Season: Every 30 minutes	9:00 am 9:00 am 9:00 am	5:30 pm 5:00 pm 5:30 pm

EVENING TROLLEY	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Juniper Springs - Community Recreation Center - Old Mammoth - The Village (Canyon Blvd) - Canyon Lodge - The Village (Minaret Rd)	Year-Round: Every 30 minutes	5:30 pm	10:00 pm

LATE NIGHT TROLLEY	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Old Mammoth - Community Recreation Center - The Village (Canyon Blvd) - The Village (Minaret Rd)	July 4 to Labor Day, Every 30 minutes	10:00 pm*	1:30 am*

COMMUNITY ROUTE - FREE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	The Village (Teal Line) Community Route provides service throughout town, with stops at Woodmen Street, Community Rec Center, Mono Street, The Village, The Parcel, Civic Area, Park & Ride, College, and Trails End Park. The route completes its loop every 30 minutes.	Year-Round: Every 30 minutes	6:55 am	5:15 pm

PURPLE LINE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	The Village - The Parcel - Civic Area - College - Trails End Park	Year-Round: Every 30 minutes	6:55 am	5:15 pm

TEAL LINE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	The Village - Mono St - Civic Area - Community Rec Center - Woodmen St	Year-Round: Every 30 minutes	6:55 am	5:15 pm

MAMMOTH BIKE PARK SHUTTLE - FREE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Access the Mammoth Bike Park and Adventure Center from the Village with daily service. The last bus leaving the Adventure Center (located near Mammoth Mountain's Main Lodge) to The Village departs at 5:10 pm.	Operates during Mammoth Mountain Bike Park season, every 15 minutes	9:00 am	5:30 pm

BIKE SHUTTLE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	The Village - Mammoth Adventure Center	Operates during Mammoth Mountain Bike Park season, every 15 minutes	9:00 am	5:30 pm

REDS MEADOW SHUTTLE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Mammoth Adventure Center - Rainbow Falls	June through September	Limited Service	

REDS MEADOW SHUTTLE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Mammoth Adventure Center - Rainbow Falls	Thursday, Saturday & Sunday	7:30 am	6:15 pm

REDS MEADOW SHUTTLE	ROUTE	SEASON & FREQUENCY	FIRST BUS	LAST BUS
	Mammoth Adventure Center - Rainbow Falls	Friday, Saturday & Sunday	7:30 am	6:15 pm

FARE: \$15 ADULT, \$7 CHILD, INFANTS UNDER 2 FREE. Tickets purchased at Mammoth Adventure Center or from drivers with exact change. Access from The Village - Mammoth Adventure Center at 7:15 am, 8:00 am, 8:45 am, then on the Bike Park Shuttle (FREE)

DIAL-A-RIDE SERVICE - FREE	ROUTE	DATES	TIMES	FARE
Door-to-door service throughout Mammoth Lakes for a minimal fee. Priority is given to ADA riders. Service is available to ADA eligible riders on weekdays after 5:00 pm, weekends and ESTA holidays with 24-hour notice. Call 760-914-8105 for fares and reservations.	Door-to-door	Year-round: Monday - Friday	8:00 am - 5:00 pm	Adults: \$3.00 - \$5.00

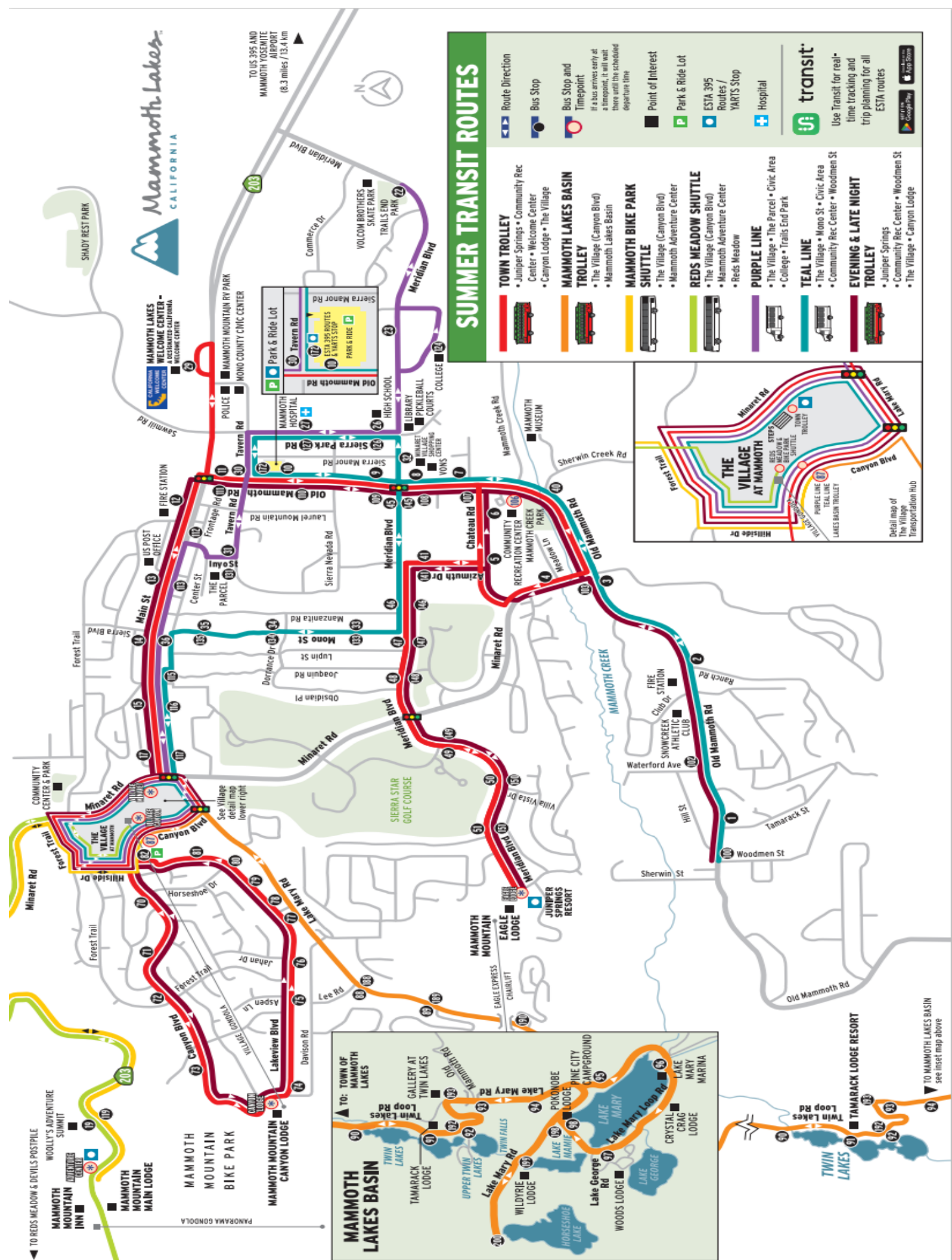
HWY. 395 ROUTES - FEE	ROUTE	DAYS	TIMES	FARE
Travel from Mammoth Lakes north to Reno or south to Lancaster with the comfort and convenience of the Hwy. 395 Routes. Visit <a href="http://estransit.com">estransit.com</a> for exact times, fares and destination locations.	Mammoth Lakes to Bishop	Year-round: 7 days a week	7:50 am, 2:15 pm, 5:15 pm, 7:05 pm	Adults: \$7 60+ / Disabled or Youth under 18: \$6

US 395 SERVICE	ROUTE	DAYS	TIMES	FARE
Mammoth Lakes to Reno	Year-round: 7 days a week	8:20 am	Arrives at Airport (RNO): 12:00 pm	Adults: \$46 60+ / Disabled or Youth under 18: \$42

LANCASTER NORTH ROUTE	ROUTE	DAYS	TIMES	FARE
Mammoth Lakes to Lancaster	Year-round: 7 days a week	7:50 am	Arrives Metrolink: 12:45 pm	Adults: \$39 60+ / Disabled or Youth under 18: \$36

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS) - FEE	ROUTE	DAYS	TIMES	FARE
Visit <a href="http://yarts.com">yarts.com</a> for exact fares, times and destination locations (all fares to Yosemite National Park include park gate fees). Call 817-989-2787 or go to <a href="http://yarts.com">yarts.com</a>	Mammoth Lakes to Yosemite Valley	Daily	July - October: departs Mammoth Mountain Inn at 6:30 am and returns at 6:50 pm Additional trip: departs Mammoth Mountain Inn at 8:30 am and returns at 8:50 pm (Contact YARTS for additional pickup locations)	Round trip Adult: \$60 Round trip Senior over 62: \$30 Round trip Disabled: \$30

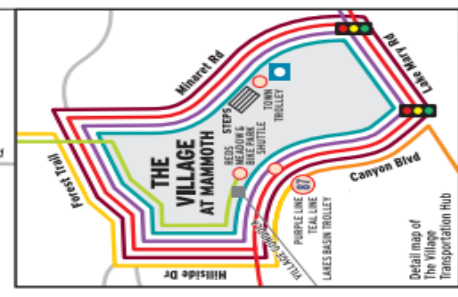
TO US 395 AND MAMMOTH YOSEMITE AIRPORT (6.3 miles / 13.4 km)



# SUMMER TRANSIT ROUTES

- Route Direction** (Blue arrow icon)
  - Bus Stop** (Blue square icon)
  - Bus Stop and Timepoint** (Blue circle icon)
  - Point of Interest** (Black square icon)
  - Park & Ride Lot** (Green 'P' icon)
  - ESTA 395 Routes / YARTS Stop** (Blue circle icon)
  - Hospital** (Blue cross icon)
- transit**
- Use Transit for real-time tracking and trip planning for all ESTA routes
- [Get it on Google Play](#)
[Get it on the App Store](#)

- TOWN TROLLEY**
  - Juniper Springs • Community Rec Center • Welcome Center • Canyon Lodge • The Village
- MAMMOTH LAKES BASIN**
  - The Village (Canyon Blvd) • Mammoth Lakes Basin
- TROLLEY**
  - The Village (Canyon Blvd) • Mammoth Lakes Basin
- MAMMOTH BIKE PARK**
  - The Village (Canyon Blvd) • Mammoth Adventure Center
- SHUTTLE**
  - The Village (Canyon Blvd) • Mammoth Adventure Center
- REDS MEADOW SHUTTLE**
  - The Village (Canyon Blvd) • Mammoth Adventure Center
- PURPLE LINE**
  - The Village • The Parcel • Civic Area • College • Trails End Park
- TEAL LINE**
  - The Village • Mono St • Civic Area • Community Rec Center • Woodmen St
- EVENING & LATE NIGHT**
  - Juniper Springs • Community Rec Center • Woodmen St • The Village • Canyon Lodge
- TROLLEY**
  - Juniper Springs • Community Rec Center • Woodmen St • The Village • Canyon Lodge



TO REDS MEADOW & DEVILS POSTPILE

TO MAMMOTH LAKES BASIN see inset map above