INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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

Michael Errante, Executive Director

AGENDA

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

Join Zoom Meeting

https://us02web.zoom.us/j/83448602089?pwd=E9SlNCdEAFlZqHl3OUNSahrV2dATaM.1

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

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

November 18, 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 September 16, 2026.
   b. Approve Resolution 2026-07 allocating $20,254 of FY 2025-26 Low Carbon Transit Operations Program (LCTOP) funds and authorize the Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the LCTOP submittal, allocation requests, and required reporting.

2. Approve via Minute Order Amendment No. 1 to the FY2026-2027 Overall Work Program incorporating FY2025-2026 Rural Planning Assistance (RPA) carryover funding and authorize staff to complete all necessary paperwork to finalize the amendment.

DISCUSSION ITEMS

Lauren Prehoda of Caltrans to present the latest updates regarding the Road Usage Charge (RUC) Pilot Program.

INFORMATIONAL ITEMS

c. City of Bishop Report

d. ESTA Executive Director's Report

e. Caltrans Report - *US 395 & 6 Corridor Plan Presentation*

f. Tribal Report

g. Reports from other Agencies *(USFS, DVNP)*

h. Executive Director's Report –
   - *PCI data now publicly accessible on the Inyo County website: https://www.inyocounty.us/services/gis-data-maps/public-maps*
   - *Q1 OWP Progress Report and invoice*
   - *Grant efforts*

i. Reports from all members of the Inyo County LTC

CORRESPONDENCE

- Letter of Support AB2059 submitted 09/17/2026 - *For a CEQA determination*, "*a transportation project…is presumed to have a less than significant transportation impact as determined by the VMT metric if the project meets the following: a) At least 70% of the project lies within one or more nonmetropolitan counties; and b) The project does not add lanes to the state highway system unless there is a demonstrated safety or evacuation need for the project"*

- Letter of Support submitted 11/06/2026 – *Design funding for Mono County wildlife crossings*

ADJOURNMENT

Adjourned until 8:30 a.m. Wednesday December 16, 2026, at the Bishop City Council Chambers.

UPCOMING AGENDA ITEMS

RTP Amendment No. 2
Social Services Transit Advisory Committee (SSTAC) meetings (February-March)

#1 Consent Agenda

a. Approve the minutes of the meeting of September 16, 2026.
b. Resolution No. 2026-07 LCTOP allocation and project list

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

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. 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).

September 16, 2026

8:31 a.m. Open Meeting

1. Roll Call

Commissioners Present

Vice Chair Jeffery Ray
Commissioner Scott Marcellin
Commissioner Jose Garcia
Commissioner Will Wadelton

Commissioners Absent

Chair Celeste Berg
Commissioner Stephen Muchovej

Others Present

Justine Kokx LTC
Ben Downard Caltrans
Jarett Chytka ESTA
Alexeya Williams Caltrans
Denelle Carrington Inyo County
Jose Rico Big Pine Paiute Tribe
There was another online attendee – name not captured

2. Public Comment

None

ACTION ITEMS

1. Consent Agenda

a. Approve the minutes of the meeting of June 17, 2026.

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

2. Request Commission consider approving Resolution No. 2026-06 for the State of Good Repair (SGR) program project list submitted by Eastern Sierra Transit Authority for FY2026-27.

*Motion made by Commissioner Wadelton and seconded by Commissioner Garcia; all in favor.

DISCUSSION ITEMS

None

INFORMATIONAL ITEMS

3. Letter from Caltrans D-9 Director Dermody – PID process

Letter was summarized by staff as a formal acknowledgement and commitment to prepare a project initiation document for a truck bypass in the Bishop area. Staff will prepare an amendment to the Regional Transportation Plan to ensure the project is included in its long-range unconstrained project list(s).

4. Quarter 4 Overall Work Plan Progress Report, Invoice and year-end COE

5. City of Bishop Report

None

6. ESTA Executive Director's Report

Jarett Chytka reported on recent community events: Rural Transit Day (July 16th) was a great success with appearances from "Safety Sam" from Caltrans and "Esty" from ESTA, who handed out backpacks, crayons and took kids and parents to the park. ESTA is involved with a variety of regional planning efforts, including hydrogen and evacuation route planning efforts. Began a new Bishop & Mammoth Flyer route in June, which takes folks to and from Mammoth and Bishop from the Bishop Airport. Feedback has been very positive. Two new buses will be running with the new flight schedule. Information is posted on the ESTA website. Dial-a-Ride performance

statistics from the DAR app are at 98%. DAR trips have increased year over year especially for Bishop. Ridership in general and the Reno route is up around 9%.

He thanked the Commission for the LTF funds appropriation and expressed concern about a potential future cut in LTF funding that was brought up as a future possibility at the June meeting. He stated that a theoretical cut of 10% would significantly reduce ESTA's ability to continue to provide services to individuals who rely on ESTA to access medical appointments and grocery shopping, for example. A reduction in LTF funding would reduce ESTA's ability to meet the existing list of current unmet needs and would likely result in cuts in services. They are currently grappling with a recent quarterly increase in fuel costs of $100,000.

Vice Chair Ray asked if hydrogen technology might help to offset future fuel costs. Jarrett replied that at this point he doesn't have that information, but it does seem promising. The hydrogen bus demo taken to Red's Meadow actually used less hydrogen than expected and was quite efficient in terms of usage uphill and regeneration downhill. However, the upfront cost would be quite high until regional demand could catch up to supply costs. Once the Plan is developed we'll know more about hydrogen feasibility for the region.

Vice Chair Ray agreed with that and wondered if DWP could share in that up front infrastructure cost and then pivoted the topic to the possibility of using propone as a fuel source. Propane technology is efficient, easier to set up and to maintain. Ben Downard of Caltrans responded that he would explore the option in terms of meeting CARB requirements, which mandate a reduction in the use of fossil fuels. Propane is a fossil fuel.

Commissioner Marcellin also mentioned that Mammoth Mountain has been considering hydrogen as an option for snow production. Discussions about hydrogen have also been happening in Mono County as well.

7. Caltrans Report

Alexeya Williams, Deputy District 9 Director, provided project updates:

- Bishop Pavement: Paving began on Main Street September 13th, and ongoing. Line Street is anticipated to be paved on September 20th. Major operations will wrap up in October.
- Meadow Farms: Currently waiting on the utilities to be energized. Coordinating with both SE and DWP on this matter. Final striping for this project will be done concurrently with Bishop Pavement. Still waiting on the handrail in front of Highlands. Those are the last few items, and hopefully we'll be able to wrap that up soon. Commissioner Marcellin asked for a specific timeline for turning the lights on. Alexeya will follow up with SCE and get back to him.
- Fish Springs Pavement: Currently working on the electrical. One of the cabinets in front of Chevron was hit, so we're waiting on the contractor to replace that cabinet. We've also ordered the cabinet in front of the high school, so once that order arrives, we'll install those, and hopefully all the electrical work will be done on Fish Springs soon. We currently have a contractor out there working on wiring.
- Manzanar Pavement: Major operations are expected to be completed this construction season. There will be minor work throughout the winter.
- Lone Pine Sidewalks: Construction is still ongoing, and we're currently on schedule. It's anticipated to be completed mid-December.
- North Lone Pine Pavement. This project is out for advertisement right now. Construction is planned for spring 2027.
- US 6 temporary roundabout at Wye Road: The construction is planned for October of this year, and it'll take place once Bishop Pavement is complete.

- Manor Market Complete Streets: This project is currently in the design phase.
- Planning items: Our planning team has released the US 395 and 6 Corridor Plan survey live on the public engagement portal. This survey will end October 31st. The Highway Safety Improvement Program, Cycle 13, application deadline is Monday, November 2nd.

Commissioner Wadelton asked if the planned flashing yellow light at US 395 and Market St. could be changed to a RRFB. The Fire Department has had many near misses there. It would make sense to have it hooked up to a transponder that the fire department could trigger upon entering and exiting the highway.

Vice Chair Ray commented that the pedestrian islands in Big Pine have a lot of rubber on them; it looks like they have been hit by big rigs repeatedly.

Commissioner Garcia commented that business owners in the City are concerned about reduced parking. Have there been changes to the decision made to eliminate parking in place of bike lanes? Not at this time, according to Alexeya. She recommended taking the Corridor Plan survey and making comments there.

Commissioner Garcia also asked what the process would be to remove the pedestrian islands on Main Street Bishop. He observes pedestrians trapped in the middle of Main Street frequently as motorists incorrectly perceive it is safe to move again once the pedestrians are inside the island. The islands are more of a danger to the public because vehicles do not stop. Commissioners all concurred that this is also an enforcement issue that all agencies - CHP, Sheriff and Police – could coordinate about from Lone Pine to Bishop. There are only a few CHP deputies available. It was again emphasized by Caltrans staff to take the Corridor Plan survey and to please make comments there. Alexeya will take the concerns back to her team.

Community Public Survey

- Survey Link: https://engage.dot.ca.gov/us6andus395_ps
- Contact Email: us6andus395_ps@publicinput.com

8. Tribal Report

Jose Rico reported from the Big Pine Paiute Tribe. He provided updates about the Tribe's Clean Mobility Options grant project that purchased two electric vehicle vans and two charging stations to improve transit options for tribal members. They have been working with ESTA to develop functional routes that fill in transit gaps to and from communities. They will be conducting routes between Big Pine, Bishop and hopefully Lone Pine. It would be great to have a charging option in Lone Pine to help with the range issue. The project is a work in progress, but they are hoping to be fully operable by December or January.

9. Other agencies (DVNP, USFS)

None

10. LTC Staff Report

Justine provided updates as staff for the LTC:

- Working on getting a multiyear contract in place with planning consultant, LSC Transportation Planning, Inc. The first order of business is to put together an HSIP grant

application. Will work with consultant to select a project or projects that can be most competitive in terms of "benefit cost analysis." Due date is November 2nd.

- Still working through the Master Agreement with the FHWA to begin implementation of the Safe Streets and Roads for All grant Program to develop a Safety Action Plan. More to come.
- Held the first Stakeholder Advisory Committee meeting on September 15th for the Evacuation Route Resilience Plan. Four community meetings are scheduled in November and in February.
- The Horseshoe Meadows Road slide repair project has begun with geotechnical samples being tested now, which will inform design alternatives in the coming months.
- Similarly, the Brockman Bridge repair project is in design, with alternatives expected by the end of the year.

11. Reports from all members of the Inyo County LTC

Commissioner Garcia stated that he'd like to make sure that the LTC take advantage of Caltrans' PID letter and engage with Caltrans leadership to discuss the request, the potential project and funding.

CORRESPONDENCE

None

ADJOURNMENT

Adjourned at 9:19 a.m. until 8:30 a.m. Wednesday October 21, 2026, at Inyo County Board Chambers.

UPCOMING AGENDA ITEMS

RTP Update

October 21,2026
Agenda Item #01b
Resolution 2026-07

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2025-26 Funds Cycle B
Initiated by: Jarett Chytka, Executive Director

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 B. ESTA received $132,121 for FY 24-25. Cycle A funding for FY 25-26 is $85,864 and Cycle B funding is $55,012 for a total of $140,876.

Eastern Sierra Transit is requesting FY 2025-26 Cycle B 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 trolly 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 $55,012 for Cycle B.

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)	$ 13,665
Eastern Sierra Transit Authority (99314)	$ 21,093
Inyo County (99313)	$ 20,254
Total	$ 55,012

PROJECT COSTS:

The proposed costs for the projects are below.

Mono County Electric Trolley	$ 34,758
Lone Pine DART Expansion	$ 20,254
Total	$ 55,012

RECOMMENDATION

It is recommended that the Inyo County Local Transportation approve Resolution 2026-07 allocating $20,254 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 #**2026-07**

AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP), CYCLE B FOR THE FOLLOWING PROJECT(S): Saturday Lone Pine DART Expansion $20,254

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: $20,254
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 contaminants emissions in low-income communities.
Contributing Sponsors (if applicable): Inyo County Local Transportation Commission

APPROVED AND ADOPTED this 21st day of October 2026, by the following vote of the Inyo County Local Transportation Committee:

AYES:
NOES:
ABSTAIN:

ABSENT:

_____
Secretary of the Board

By: _____

#2 Agenda

Amendment No. 1 to the FY2026-2027 Overall Work Program

INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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

Vacant
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Justine Kokx, Transportation Planner

DATE: November 18, 2026

SUBJECT: Amendment No.1 FY 2026-2027 Overall Work Program

Recommended Action
Staff recommend that the Inyo County Local Transportation Commission approve via Minute Order Amendment No. 1 to the FY 2026-2027 Overall Work Program (OWP) and authorize staff to complete all necessary paperwork to implement the amendment.

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

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

Discussion
Amendment No. 1 to the FY 2026-2027 OWP includes two primary updates:

1. **Carryover of Rural Planning Assistance (RPA) Funds ($44,416.66) to the following Work Elements:**
    - Work Element 400.1 Local Project Development ($20,000)
    - Work Element 600.1 – Pavement Monitoring (PMS/GIS) ($24,416.66).

In late 2026 and throughout 2027, staff will be staging transportation projects for multiple grant applications, including the Federal Lands Access Program (FLAP), BUILD, and Cycle 9 ATP,

which will incur considerable staff and consultant costs in the Local Project Development 400.1 Work Element.

The County and City's maintained pavement mileage is due for a full round of pavement inventory this fiscal year, which will result in higher costs in Work Element 600.1 than the previous two fiscal years. Staff are considering engaging with a consultant for the use of AI camera to capture complete imagery of Inyo County roadways in anticipation of severe weather events this winter and spring. The AI camera may also inventory assets such as road signs and culverts, and capture PCI data simultaneously.

These carryover funds support ongoing project scoping, coordination, and early-stage project development consistent with the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP).

Affected pages in the OWP include:

- *Pages 30-31 400.1 Project Development & Monitoring*
- *Pages 43-44 600.1 Pavement Management Program*
- Page 54: *Funding Source Summary*

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Fiscal Impact
This amendment programs $44,416.66 of FY25-26 RPA Carry Over funds increasing the total OWP budget to $359,916.66.

Attachments:
FY25-26 Reconciliation letter
OWP Transmittal Memo
OWP Budget Summary
2026-2027 OWP Amendment

California Department of Transportation

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS–32 | SACRAMENTO, CA 94273–0001
(916) 654-2596 | FAX (916) 653-0001 TTY 711
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September 15, 2026

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

Dear Mr. Michael Errante.:

The purpose of this reconciliation letter for fiscal year (FY) 2025-26 is to confirm the unexpended totals in California Rural Planning Assistance (RPA), federally funded, and state funded grants as of **June 30, 2026**.

Rural Planning Assistance (RPA):	$44,416.66
25/26 SHA Climate Adaptation Planning Grants expires 6/30/28:	$192,647.60
Total Planning Funds Available:	**$237,064.26**

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

Please review the reconciled totals. If in agreement with the balance(s), please electronically sign your specified field. Once all signatures are completed, all parties will automatically receive the fully signed reconciliation letter for their records via email.

Please note that in order to remain compliant with FTA Circular 8100.1D and CFR 630.106, all Federally funded carryover must be programmed via OWP/A and approved by the District within 90 days of the date of this letter.

If you have any questions or need additional information, please contact Rick Franz or Katherine Rzepczynski, District Regional Planning Liaison at Rick.Franz@dot.ca.gov; Katherine.Rzepczynski@dot.ca.gov or Anthony Dang, Caltrans Headquarters Fund Specialist at Anthony.H.Dang@dot.ca.gov.

Sincerely,

Erin Thompson

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

Alexeya Williams

Alexeya Williams
Planning Deputy District Director
District 9

I concur with the above balances:

Michael Errante

Michael Errante
Executive Director
Inyo County Local Transportation Commission

09/18/2026

Date

Certification of Expenditure (COE) by Fund Source for

Inyo County Local Transportation Commission

PO Drawer Q

Independence, CA 93526

FY: 2025/26 **MFTA #: 74A1634**

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

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

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

Funding Source			Reconciled C/o	Annual Allocation	Federal/State Expenditures	Year End Balance		Reconciled TOTAL (based on CLOSED activities)
Rural Planning Assistance (RPA) Funds			**$57,500.00**	**$315,500.00**	$328,583.34	**$44,416.66**		**$44,416.66**
Pursuant to the MFTA(sec 3.C) & Regional Planning Handbook(sec 4.08); an RTPA cannot carryover more than 25% of its annual RPA allocation								
FTA 5304 Strategic Partnership Transit Grants							Grant Status (Drop Down Box)	
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
		Total	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0.00**
FHWA SPR Strategic Partnership Grants								
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
		Total	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0.00**
RMRA (SB1) Sustainable Communities Grants								
FY	WE #400.3	EV Charging & Infrastructure Plan	$109,260.78	$0.00	$98,529.03	$10,731.75	CLOSED	$0
FY25-26	WE #		$0.00	$0.00	$0.00	$0.00	CLOSED	$0
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
		Total	**$109,260.78**	**$0.00**	**$98,529.03**	**$10,731.75**		**$0.00**
SHA Sustainable Communities Grants								
FY	WE #	Title	$0.00		$0.00	$0.00	CLOSED	$0
FY	WE #	Title	$0.00		$0.00	$0.00	CLOSED	$0
		Total	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0.00**
SHA Climate Adaptation Planning Grants								
FY2526	WE #400.5	Evacuation Route Resilience Plan	$0.00	$197,422.00	$4,774.40	$192,647.60	ACTIVE	$192,647.60
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
		Total	**$0.00**	**$197,422.00**	**$4,774.40**	**$192,647.60**		**$192,647.60**
RPA Discretionary Grants								
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
FY	WE #	Title	$0.00	$0.00	$0.00	$0.00	CLOSED	$0
		Total	**$0.00**	**$0.00**	**$0.00**	**$0.00**		**$0.00**
Total FY Eligible State & Federal Balances:			$166,760.78	$512,922.00	**$431,886.77**	**$247,796.01**		**$237,064.26**

I understand that this represents a final statement of expenditure for **FY 2025-26** and no future requests for reimbursement will be processed by the State for payment.

Justine Kokx

Name (Please Print)

Justine Kokx

Signature

Senior Transportation Planner

Title (Please Print)

9/8/2026

Date

Rev 7/26

ICLTC OWP Work Element Info		FY2025-2026 Allocation & Expenditures		
			RPA Invoiced	
Work Element #	**WE Title**	**RPA WE Budget**		**RPA Balance**
100.1	Compliance & Oversight	$ 135,500.00	$ 135,500.00	$ (0.00)
110.1	Overall Work Program	$ 15,000.00	$ 12,374.91	$ 2,625.09
200.1	RTIP	$ 15,000.00	$ 15,000.00	$ -
400.1	Local Project Development	$ 107,500.00	$ 93,972.46	$ 13,527.54
400.2	Grant Development	$ 30,000.00	$ 30,000.00	$ 0.00
400.4	Trans. Funding	$ 5,000.00	$ 4,835.15	$ 164.85
500.1	Coord. and Reg. Planning	$ 15,000.00	$ 15,000.00	$ 0.00
510.1	RTP	$ 2,000.00	$ 2,000.00	$ 0.00
600.1	PMS/GIS	$ 48,000.00	$ 6,373.28	$ 41,626.72
	Total	**$ 373,000.00**	**$ 315,055.80**	**$ 57,944.20**

Work Element #	**WE Title**	**FY2025-2026 Budget**	**SB1 Competitiv**	**Balance**
400.3	Inyo County EV Infrastructure C	$ 109,260.78	$ 98,529.03	$ 10,731.75
	Total	**$ 109,260.78**	**$ 98,529.03**	**$ 10,731.75**

Work Element #	**WE Title**	**FY2025-2026 Budget**	**SHA Climate Ad**	**Balance**
400.5	Evacuation Route Resilience Pla	$ 197,422.00	$ 4,774.39	$ 192,647.61
	Total	**$ 197,422.00**	**$ 4,774.39**	**$ 192,647.61**

MPO/RTPA OWP Amendment Transmittal Memo

This form is required for all administrative and formal Overall Work Program (OWP) amendments. Refer to the MPO/RTPA OWP and Grant Amendment Guidelines when submitting your request. Caltrans Office of Regional and Community Planning (ORCP) documents referenced in this document are available on the ORCP Regional Coordination webpage.

OWP Amendment Information

Agency Name and OWP Amendment Information			
MPO/ RTPA Name	Inyo County Local Transportation Commission	Fiscal Year (FY)	2026-2027
Amendment Type	Formal Amendment	Amendment Number	01

OWP Amendment Checklist

Reason For an *Administrative Amendment* – Select All That Apply

- ☐ Correct errata or clarify details within an approved Work Element or Task in the executed OWP.
- ☐ Enhance or consolidate approved activities and tasks within the OWP.
- ☐ Shift funds between Work Elements. No change to the Scope of Work or total programmed amount of CPG/RPA/SHA/SB1 funds.
- ☐ Changes to non-CPG/RPA/SHA/SB1 funds that do not affect ORCP-administered funds, activities, or final products.
- ☐ Request revisions to a Sustainable Transportation Planning Grant including: *minor revisions to approved tasks, change in source of local match, tapered local match request, project title change to use an AKA, project manager change, or time extension request*. No changes to project deliverables or total funding.

Initial Grant Expiration Date	New Grant Expiration Date	Initial Final Invoice / Final Product Due Date	New Final Invoice / Final Product Due (60 days after new grant end date)	Grant Extension Amount (amount to expend after original grant expiration date):

☐ Other: _____

Administrative Amendment: Required Documents (Submit as a Single Combined Package)

- ☐ **MPO/RTPA OWP Amendment Transmittal Memo:** Use this form to specify the proposed revisions and associated Work Elements in the OWP and OWP Budget
- ☐ **Revised Work Elements and updated OWP pages.**
- ☐ **Revised OWP Budget Revenue Summary (BRS).**

Note: Please refer to the most recent version of the Caltrans Regional Planning Handbook and MPO/RTPA OWP Grant Amendment Guidelines for more information.

MPO/RTPA OWP Amendment Transmittal Memo

Reason For a *Formal Amendment* – Select All That Apply

- ☐ Increase / decrease in total CPG/RPA/SHA/SB 1 funds, or other funding administered by Caltrans ORCP.
- ☒ Program carry-over CPG/RPA/SHA/SB 1 funds from previous fiscal years.
- ☐ Program new FHWA Strategic Partnerships, FTA Section 5304, SHA Sustainable Communities Grants, SB 1 Competitive Grants, SB 1 Formula Grant funds, or other funding administered by Caltrans ORCP.
- ☐ Add or delete Work Element tasks/activities, or final product deliverables.
- ☐ Add or delete Work Element funded with CPG/RPA/SB 1 Formula funds.
- ☐ Request a major scope change or change in final product to a CPG/RPA/SHA/SB 1 funded work element.
- ☐ Request Major Revisions to a Sustainable Transportation Planning Grant including: *changes to project deliverables, major scope of work change or total project cost.* If applicable, identify total project cost changes:

Initial Project Cost	*New Project Cost*	*Initial Local Match*	*New Local Match*
$315,500	$359,916.66		

- ☐ Other: _____

Formal Amendment that Requires Federal Approval (MPO only)

- ☐ Significant changes to the Scope of Work in a Work Element
- ☐ 20% or greater increase or decrease in CPG Funds (cumulative or in a single change)
- ☐ Addition or removal of a CPG-funded Work element

Formal Amendment: Required Documents (Submit as a Single Combined Package)

- ☒ **MPO/RTPA OWP Amendment Transmittal Memo:** Use this form to specify the proposed revisions and associated Work Elements in the OWP and OWP Budget.
- ☐ **Overall Work Program Agreement:** The document identifies programmed funding. Signed by agency and executed by Caltrans District.
- ☒ **Board Resolution:** Include a board resolution formally approving the amendment.
- ☒ **Revised Work Elements.** Provide updated Work Elements and corresponding OWP pages.
- ☒ **OWP Budget Revenue Summary:** Include the revised OWP BRS and Funding Tables

MPO/RTPA OWP Amendment Transmittal Memo

Amendment Details (Attach Additional Sheets as Needed)

Include all updated Work Element information including: name and number, specific fund source, the amount of funding increase or decrease, and justification for proposed amendments.

Work Element #	400.1	**Work Element Name**	Project Development
Fund Source	RPA	**Amount of Funding Increase/Decrease**	$20,000
Justification	Program FY25-26 RPA Carryover funds to the Project Development Work Element for PSR and grants development.		

Work Element #	600.1	**Work Element Name**	Pavement Monitoring Program (PMP)
Fund Source	RPA	**Amount of Funding Increase/Decrease**	$20,000
Justification	Program additional funds to allow for a complete inventory of County & City maintained mileage and imagery of roads in anticipation of 2027 severe storm events.		

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

MPO/RTPA OWP Amendment Transmittal Memo

Amendment Details (Attach Additional Sheets as Needed)

Include all updated Work Element information including: name and number, specific fund source, the amount of funding increase or decrease, and justification for proposed amendments.

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

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

MPO / RTPA Signature This form must be signed by the MPO / RTPA Executive Director or authorized staff.

MPO / RTPA Executive Director or Authorized Staff			
Full Name	Justine Kokx		
Signature	Amy Justine Kokx	**Date**	11/09/2026

Caltrans District Approval This section is to be signed by the Caltrans District Senior upon approval of the amendment and should be emailed to the MPO/RTPA informing them of approval. Additionally, Formal Amendments require the Deputy District Director's signature or authorized signee on the OWPA.

Caltrans District Signature or Authorized Staff			
Full Name			
Signature		**Date**	

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

2026/2027 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE								TOTAL
Number	Description	Staff costs	Consultant costs	RPA	RPA-Carry Over Amendment #1	RMRA SB1 Competitive	SS4A	LTF	PPM	
100.1	Compliance and Oversight	$ 70,000		$70,000						$70,000
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	$ 47,500	$ 47,500	$75,000	$20,000					$95,000
400.2	Development of Grant Proposals	$ 25,000	$ 25,000	$50,000						$50,000
400.5	Inyo County Evacuation Route Resilience Plan	$ 25,578	$ 197,422			$197,422		$25,578		$223,000
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	$ 59,917		$35,500	$24,416.66					$59,917
700.1	Planning, Programming, & Monitoring	$ 135,000	$ 15,000						$150,000	$150,000
800.2	SS4A	$ 61,062	$ 183,186				$195,398	$48,850		$244,248
	TOTALS	$580,557	$506,608	$315,500	$44,417	$197,422	$195,398	$184,428	$150,000	$1,087,165

OVERALL WORK PROGRAM

Fiscal Year 2026-2027

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Approved May 27, 2026, via Minute Order

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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, Olancha, 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

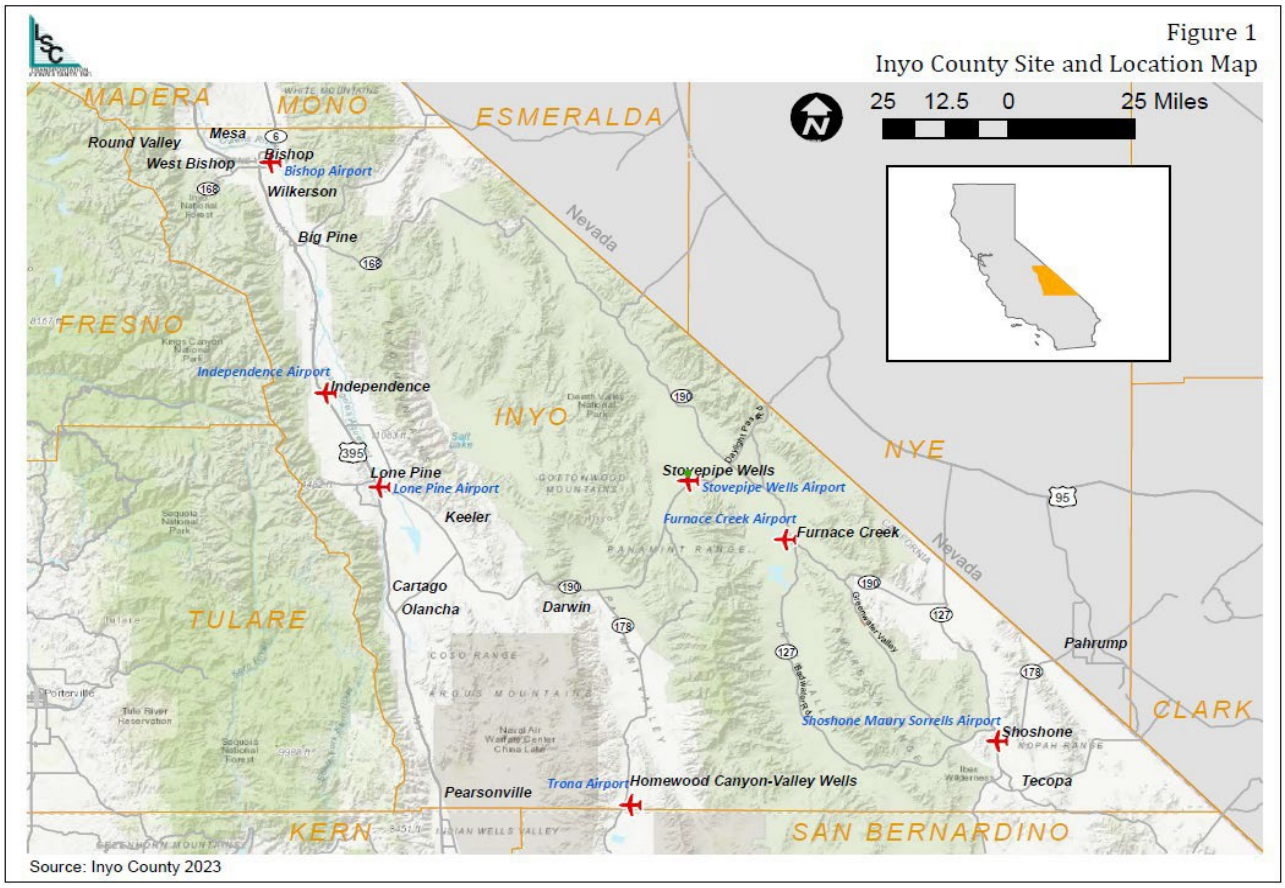


Figure 1 Boundary, Inyo County Local Transportation Commission

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 Rual 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.

Table 1.1 Policy Board, Inyo County Local Transportation 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	

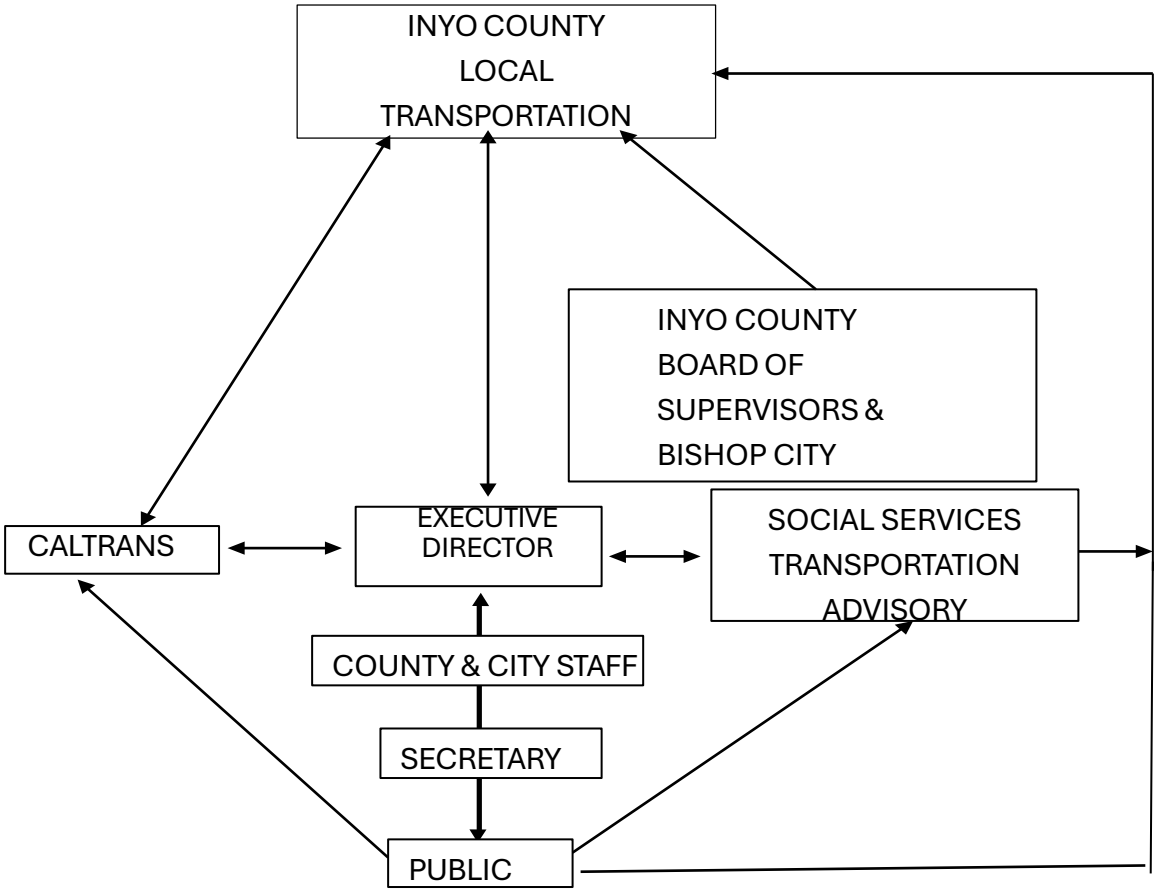


Figure 2 - INYO COUNTY LOCAL TRANSPORTATION COMMISSION ORGANIZATIONAL CHART

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.

Table 1.2 Staff, Inyo County Local Transportation Commission	
Staff Member	**Title & Agency**
Michael Errante	ICLTC Executive Director
Justine Kokx	Senior Transportation Planner, Inyo County
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

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

CTP 2050 Recommendation	Relevant FY 2026–2027 OWP Work Elements	Relationship to OWP Activities
Improve Safety and Public Health	400.1, 700.1, 400.5, 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, 400.5	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, 400.5	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
TOTAL	**$98,000**

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:

BUDGET FOR WE 110.1	
RPA Funding	$20,000
RPA Carryover (FY2025/2026)	$0
TOTAL	**$20,000**

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:

BUDGET FOR WE 200.1	
RPA Funding	$5,000
RPA Carryover (FY2025/2026)	$0
TOTAL	**$5,000**

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
TOTAL	**$100,000**

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
TOTAL	**$10,000**

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)*
- Monitor the development of the Bishop Paiute Tribe Safety and Connectivity ATP Project to ensure allocation process goes smoothly and is secured in a timely manner. *(November 2026 – June 2027; ICLTC staff)*
- Anticipate engaging in the Emergency Assistance (EA) process with Caltrans D-9, FHWA, and Public Works staff in the event of infrastructure damage resulting from severe storms this upcoming winter, spring and summer. *(November 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, RTA, BUILD, 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:

BUDGET FOR WE 400.1	
RPA Funding	$75,000
RPA Carryover (FY2025/2026)	$20,000
TOTAL	**$95,000**

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 IIJA, 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):

- Projecty 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:

BUDGET FOR WE 400.2	
RPA Funding	$50,000
RPA Carryover (FY2025/2026)	$0
TOTAL	**$50,000**

WORK ELEMENT 400.5 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:

BUDGET FOR WE 400.5	
Caltrans STPG	$197,422
LTF Funds 11.47% match	$25,578
TOTAL	**$223,000**

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:

BUDGET FOR WE 500.1	
RPA funding	$10,000
RPA Carryover (FY2025/2026)	$0
TOTAL	**$10,000**

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:

BUDGET FOR WE 510.1	
RPA funding	$50,000
RPA Carryover (FY2025/2026)	$0
TOTAL	**$50,000**

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)*
- Rent an AI powered camera to capture a complete current imagery of Inyo County Maintained Roads in anticipation of damage caused by El Nino and/or climate driven severe storms. Camera may also produce PCI data simultaneously. *(November 2026 – June 2027, ICLTC staff)*
- 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.
- Complete imagery of Inyo County Roadways.
- 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)	$24,416.66
TOTAL	**$59,916.66**

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:

BUDGET FOR WE 700.1	
PPM funding	$150,000
TOTAL	**$150,000**

WORK ELEMENT 700.1 Cross Reference with Activities and Timelines

Task Description Summary	Related Work Elements	By Whom
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 800.2 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:

BUDGET FOR WE 800.2	
Federal SS4A	$195,398
LTF Funds 11.47% match	$48,850
TOTAL	**$244,248**

2026/2027 OWP FUNDING SOURCE AND EXPENDITURE SUMMARY

WORK ELEMENT		FUNDING SOURCE								TOTAL
Number	Description	Staff costs	Consultant costs	RPA	RPA-Carry Over Amendment #1	RMRA SB1 Competitive	SS4A	LTF	PPM	
100.1	Compliance and Oversight	$ 70,000		$70,000						$70,000
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	$ 47,500	$ 47,500	$75,000	$20,000					$95,000
400.2	Development of Grant Proposals	$ 25,000	$ 25,000	$50,000						$50,000
400.5	Inyo County Evacuation Route Resilience Plan	$ 25,578	$ 197,422			$197,422		$25,578		$223,000
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	$ 59,917		$35,500	$24,417					$59,917
700.1	Planning, Programming, & Monitoring	$ 135,000	$ 15,000						$150,000	$150,000
800.2	SS4A	$ 61,062	$ 183,186				$195,398	$48,850		$244,248
	TOTALS	$580,557	$506,608	$315,500	$44,417	$197,422	$195,398	$184,428	$150,000	$1,087,165

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 statue 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 Unit ed 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 country's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

MAP-21 (Moving Ahead for Progress in the 21st 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 <Ous 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 discuses 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 IIJA 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.

Informational Item

Q1 Overall Work Program Progress Report and Invoice

INYO COUNTY
LOCAL TRANSPORTATION COMMISSION

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

Vacant
Executive Director

October 29, 2026

Rick Franz
500 S. Main Street
Bishop, CA 93514

Mr. Franz,

The Inyo County Transportation Commission's FY2026-2027 Overall Work Plan Quarter 1 progress report, RFR and backup documentation are included in this package for your review.

RPA/LTF/PPM
During Quarter 1, the ICLTC expended $46,197.04 of Rural Planning Assistance (RPA), $32,582.17 of Planning, Programming and Monitoring (PPM) funds and $25,153.17 of Local Transportation Funds (LTF) funds.

SHA
The ICLTC expended a total of $2,810.69 on the SHA Planning grant funded Evacuation Route Resilience Plan (ERRP) during Quarter 4.

The Quarter 1 progress report is attached summarizing the tasks and accomplishments.

Please let me know if you have any questions. Please also include Marc Lucas mlucas@inyocounty.us with any correspondence regarding this report.

Justine Kokx
Transportation Planner
Inyo County Public Works
jkokx@inyocounty.us
760-876-0074 cell
760-878-0202 office

Inyo County Local Transportation Commission

PO Drawer Q
Independence, CA 93526

DISTRICT Use Only
Date Received:

AGENCY INVOICE / REQUEST for REIMBURSEMENT (RFR) - STATE

Agency Invoice #: 1 **MFTA:** 74A1634 **Fiscal Year:** FY2026-2027

Period of Reimbursement: **Start Date:** 7/1/2026 **End Date:** 9/30/2026

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

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

Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimburseable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	$ 315,500.00	$ 46,197.04	$ -	$ -	$ 269,302.96
RPA Grant	0.00%					$ -
SHA	11.47%					$ -
SB1 Competitive	11.47%					$ -
SHA-Climate Adaptation	11.47%	$ 197,421.90	$ 2,488.30	$ 322.39	$ 4,774.40	$ 190,159.20
Current Invoice Amount			**$ 48,685.34**			

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

Justine Kokx — Signature

10/29/2026 — 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#:**

Inyo Local Transportation Commission
QUARTER 1 PROGRESS REPORT FOR THE 2026-2027 OVERALL WORK PLAN (OWP)

Work Element

100.1 Compliance and Oversight:
The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attending monthly meetings, completing minutes and updating the ICLTC website (https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission). During the 1st quarter of FY26-27, the Inyo LTC held two regular Commission meetings in July and September. The meetings are conducted in person with a Zoom/virtual option. Prepared a request for proposals to secure a planning consultant to assist staff with on-call planning services, including grants development, strategic planning, graphics and community engagement assistance. Staff are updating their Title VI Program manual to ensure compliance with federal nondiscrimination requirements. The update includes refining complaint procedures, outreach strategies, and monitoring processes to maintain equal access to transportation services and benefits for all community members. During the first quarter, most of the one-time annual expenses related to shared county costs, county cost plan and public liability are charged to the LTC budget.
Expended Q1 $28,455.64 Percent Completion 25%

110.1 Overall Work Program (OWP):
Staff began the preparation of the Quarter 1 OWP progress report and RPA invoice. Also began the preparation of Amendment No.1 to program the FY25-26 carryover funds.
Expended Q1 $1,259.27 Percent completion 15%

200.1 Regional Transportation Improvement Program (RTIP):
Staff anticipate a ramp up of RTIP-related activities to occur in upcoming quarters. Several County projects will require Project Study Reports (PSRs) before they can be programmed, and a number of workshops will need to be held to prepare for the upcoming STIP cycle. The LTC will continue to identify potential projects and prioritize a project list in preparation for future RTIP programming cycles.
Expended Q1 $379.56 Percent completion 1%

300.1 Administer Transit:
Administered and allocated June – August Local Transportation Funds (LTF) and Q4 State Transit Assistance (STA). This is an on-going activity, including the periodic review of transit route performance reports and Transit funding. This element includes monitoring Eastern Sierra Transit Authority (ESTA) as a Transportation Development Act (TDA) claimant. During the first quarter, most of the one-time annual expenses related to shared county costs, county cost plan and public liability are charged to the LTC budget.
Expended Q1 $23,638.70 Percent completion 25%

310.1 Coordinate Transit Services:
The LTC is focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and with attention to public need. Staff provide continuous reporting and coordination with the County and ESTA on the SB 125 program, LTF funding, PTMISEA transit grant, LCTOP, and SGR program. During quarter 1, staff coordinated with ESTA staff and its director to begin preparing for upcoming SSTAC meetings and unmet needs process as well as SB125 administration and reporting.
Expended Q1 $1,514.47 Percent completion 10%

400.1 Project Development and Monitoring:

Staff continually monitor the potential for grant programs to fund local transportation projects. This involves working with consultants, Commissioners and County/City staff to strategically move project ideas closer to a "shovel ready" state. During quarter 1, staff attended a variety of grant-related workshops for HSIP, STPG and PROTECT programs. Attended D-9 obligation plan meetings as scheduled. Collaborated with County staff, tribal partners and consultants to identify potentially viable Cycle 13 HSIP grant program projects.

Expended Q1 $6,791.14 Percent completion 15%

400.2 Development of Grant Proposals

Work for this work element directly results from the 400.1 work element. During quarter 1, staff focused on identifying potential projects for the HSIP grant program. The development of two proposals for countywide guardrail upgrades and signage improvements on the Bishop Paiute Tribe has been ongoing and continues into quarter 2.

Expended Q1 $7,979.00 Percent completion 25%

400.5 Inyo County Evacuation Route Resilience Plan (ERRP) – Sustainable Transportation Planning Grant

CrisisReadyLab (CRL) in conjunction with LTC staff began implementing the STPG to develop an evacuation route resilience plan. Work conducted during quarter 1 is summarized below:

Task 1: Stakeholder Advisory Committee

Stakeholder Advisory Committee formation advanced: SAC charter drafted and internally reviewed, committee roster developed and members recruited, and outreach conducted to confirm Tribal Government representation. Meeting 1 materials and logistics prepared.

SAC Meeting 1 held September 15, 2026, in Bishop, covering the project introduction, committee role, and a route input exercise. Meeting notes and action items were captured, follow-up communication was issued to members, and an agency data request was distributed to SAC member agencies.

Task 2: Public Outreach

Community Engagement Plan developed and reviewed. Workshop locations and sequencing confirmed as two geographic phases: Bishop and Lone Pine in October 2026, and Big Pine and Tecopa/Shoshone in April 2027.

Bilingual public questionnaire drafted in English, with Spanish translation underway. Interactive public mapping tool development advanced in ArcGIS Online, including hosted layer publication and editing controls. Initial outreach conducted to all five federally recognized Tribal Governments in the county. Community Engagement Plan updated and provided to ICLTC for review, with a list of community organizations and channels for workshop messaging. Public engagement webpage built with an embedded interactive route comment map, survey links, and project background. Public questionnaire built and published in Survey123, with an optional demographics form linked into the survey workflow. Spanish translation of the webpage and questionnaire prepared. Community workshop flyer development initiated.

Task 3: Existing Conditions

Route assessment methodology framework developed, establishing segmentation logic, break criteria, and the attribute and scoring structure for the route catalog.

State highway network cataloged: 114 segments across 422 centerline miles, with the working catalog populated to 45 attribute columns. Community reference layer constructed from Census places, Tribal lands, and unincorporated settlements, and isolated community access flagged; 25 of 57 identified

communities are served by a single state highway segment, indicative pending the county road scope determination.
Vulnerability overlays initiated: FEMA flood hazard areas applied, identifying 26 segments within the 1 percent annual chance floodplain and 6 within the 500-year floodplain; Cal-Adapt climate projection data joined; and wildfire WUI and CAL FIRE hazard severity exposure scored by share of segment length.
Storm damage and document review advanced. NOAA storm event records screened for the review period, yielding 188 road-relevant Inyo County events, of which 153 name a specific road. A document and data inventory was built to track source, use category, and alignment requirements across existing County and regional plans.
Working GIS environment consolidated and hazard attribution restored across all 114 route segments from the route catalog. Map symbology and legends built for community markup review and hazard exposure figures. Route assessment methodology development continued, and the route segment scoring framework was developed. Storm damage tabulation scoped against available agency and public records.
Invoices from CRL for Q1 services were paid during October and will be included in the quarter 2 OWP progress report.
Expended Q1 $2,810.69 Percent completion 5%

500.1 Coordination and Regional Planning:
Staff attended Rural Counties Task Force (RCTF) and RTPA meetings and Mono County LTC meetings. Participated in monthly collaboration meetings with Caltrans District 9 Planning staff. Coordinated with the Bishop Paiute Tribe for a potential HSIP grant application.
Expended Q1 $759.13 Percent completion 10%

510.1 Regional Transportation Plan:
The Final 2023 Regional Transportation Program (RTP) was adopted on November 29, 2023. The LTC staff are continually assessing the identified priorities of the RTP. Staff began laying the groundwork to update the RTP next fiscal year in conjunction with the development of the 2027 RTIP.
Expended Q1 $379.56 Percent completion 1%

600.1 Pavement Management System (PMS)/Geographical Information System (GIS):
Staff continue to conduct its pavement management program in-house. Monitored improvements to AI technology that is being developed to capture PCI data in real time. **Engineering staff conducted PCI**Staff continue to encourage use of data-driven analysis for assessing road conditions, prioritizing projects, and guiding cost-effective maintenance and preservation efforts.
Expended Q1 $193.73 Percent completion 1%

700.1 Planning Programming and Monitoring
Planning, Programming and Monitoring (PPM) represents a second available source of planning funding and contains many of the same tasks as those in Work Elements 100.1, 200.1, 400.1, 400.2, 500.1 and 600.1. Work in Quarter 1 included monitoring ongoing STIP projects and planning for the upcoming 2027 RTIP. During the first quarter, most of the one-time annual expenses related to shared costs, county cost plan and public liability are charged to the LTC budget. Staff have been working to identify potential viable projects for the next STIP/RTIP cycle and have continued the development of ongoing projects. Also identifying possible future projects for upcoming ATP, SS4A, FLAP, RTA and RAISE grant cycles.
Expended Q1 $32,582.17 Percent completion 15%

Summary of Expenditures:

	Total Q1	% exp To Date
RPA	$ 46,197.04	15%
LTF	$ 25,153.17	23%
SHA	$ 2,810.69	1%
PPM	$ 32,582.17	22%
Total	$ 106,743.06	

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

Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	RPA	Total Expended 1st Quarter	Total Expended to Date	Balance
100.1	Compliance & Oversight	41%	06/30/27	$70,000	$28,455.64	$28,455.64	$41,544.36
110.1	Overall Work Program	6%	06/30/27	$20,000	$1,259.27	$1,259.27	$18,740.73
200.1	RTIP	8%	06/30/27	$5,000	$379.56	$379.56	$4,620.44
400.1	Local Project Development	9%	06/30/27	$75,000	$6,791.14	$6,791.14	$68,208.86
400.2	Grant Development	16%	06/30/27	$50,000	$7,979.00	$7,979.00	$42,021.00
		#DIV/0!		$0	$0.00	$0.00	$0.00
500.1	Coord. and Reg. Planning	8%	06/30/27	$10,000	$759.13	$759.13	$9,240.87
510.1	Regional Transportation Plan	1%	06/30/27	$50,000	$379.56	$379.56	$49,620.44
600.1	PMS/GIS	1%	06/30/27	$35,500	$193.73	$193.73	$35,306.27
TOTALS				$315,500	$46,197.04	$46,197.04	$269,302.96

Q1 Summary

		Non-OWP	RPA	RPA	RPA	LTF	LTF	RPA	RPA	SHA	RPA	RPA	RPA	RPA	PPM
		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	400.5 Evacuation Route Plan	500.1 Coordination & Reg. Plan.	510.1 Regional Transportation Plan	600.1 PMS/GIS	700.1 Planning, Programming, & Monitoring
			$ 70,000	$ 20,000	$ 5,000	$ 100,000	$ 10,000	$ 75,000	$ 50,000	$ 197,422	$ 10,000	$ 50,000	$ 35,500	$ 150,000
Enter Fringe Benefits	**Q1**													
Brandon Bardonnex	1,466.06		$ 1,099.54	$ -	$ -	$ 219.91	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 146.61
Amy Cutright	0.00		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Breanne Nelums	400.31		$ 300.23	$ -	$ -	$ 60.05	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 40.03
Mike Errante	3,795.64		$ 948.91	$ -	$ 379.56	$ -	$ 379.56	$ 948.91	$ -	$ -	$ -	$ 759.13	$ 379.56	$ -	$ -
Justine Kokx	35,748.00		$ 4,218.88	$ 1,259.27	$ -	$ 4,089.39	$ 1,134.91	$ 5,842.23	$ 2,906.00	$ -	$ 2,759.19	$ -	$ -	$ 193.73	$ 13,344.41
Cap Aubrey	0.00		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Tina Chinzi			$ 974.80	$ -	$ -	$ 194.96	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 129.97
Sarah Wilson			$ 2,298.62	$ -	$ -	$ 459.72	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 306.48
	0.00		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total Sal & Bens		**$ 9,840.98**	**$ 1,259.27**	**$ 379.56**	**$ 5,024.03**	**$ 1,514.47**	**$ 6,791.14**	**$ 2,906.00**	**$ -**	**$ 2,759.19**	**$ -**	**$ 759.13**	**$ 379.56**	**$ 193.73**	**$ 13,967.50**
	Enter ADR Totals														
5024 PERS Unfunded Li	$ 33,108.00	$ -	$ 11,036.00	$ -	$ -	$ 11,036.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,036.00
5025 Retiree Health Be	$ 12,616.50	$ -	$ 4,205.50	$ -	$ -	$ 4,205.50	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,205.50
5121 Internal Charges	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5123 Tech Refresh	$ 397.75	$ -	$ 132.58	$ -	$ -	$ 132.58	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 132.58
5124 External Charges	$ 60.73	$ -	$ 20.24	$ -	$ -	$ 20.24	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 20.24
5125 Financial System (	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5129 Internal Copy Charges	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5152 Workers Comp	$ 1,553.25	$ -	$ 517.75	$ -	$ -	$ 517.75	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 517.75
5155 Public Liability	$ 1,708.50	$ -	$ 569.50	$ -	$ -	$ 569.50	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 569.50
5175 Maintenance Fuel	$ 55.53	$ -	$ 18.51	$ -	$ -	$ 18.51	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 18.51
5232 Office & Other Equip.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5263 Advertising	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5650 Equipment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5265 Professional Services	$ 5,073.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,073.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5311 General Operating	$ 1,569.50	$ -	$ 506.00	$ -	$ -	$ 506.00	$ -	$ -	$ -	$ -	$ 51.50	$ -	$ -	$ -	$ -	$ 506.00
5315 County Cost Plan	$ 4,825.74	$ -	$ 1,608.58	$ -	$ -	$ 1,608.58	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,608.58
5331 Travel Expense	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5539 Other Agency Cor	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5700 Construction in Pr	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Quarter Total	**$ -**	**$ 28,455.64**	**$ 1,259.27**	**$ 379.56**	**$ 23,638.70**	**$ 1,514.47**	**$ 6,791.14**	**$ 7,979.00**	**$ -**	**$ 2,810.69**	**$ -**	**$ 759.13**	**$ 379.56**	**$ 193.73**	**$ 32,582.17**

Inyo County Local Transportation Commission

Work Element	Work Element Title	% Expended Quarter 1	Scheduled Completion	RPA	PPM	LTF Transit	SHA	Total Expended 1st Quarter	Balance	Total Expended to Date	Balance
100.1	Compliance	41%	06/30/27	$70,000				$28,455.64	$41,544.36	$28,455.64	$41,544.36
110.1	Overall Work	6%	06/30/27	$20,000				$1,259.27	$18,740.73	$1,259.27	$18,740.73
200.1	RTIP	8%	06/30/27	$5,000				$379.56	$4,620.44	$379.56	$4,620.44
300.1	Administer	24%	06/30/27			$100,000		$23,638.70	$76,361.30	$23,638.70	$76,361.30
310.1	Coordinate	15%	06/30/27			$10,000		$1,514.47	$8,485.53	$1,514.47	$8,485.53
400.1	Local Project	9%	06/30/27	$75,000				$6,791.14	$68,208.86	$6,791.14	$68,208.86
400.2	Grant	16%	06/30/27	$50,000				$7,979.00	$42,021.00	$7,979.00	$42,021.00
400.5	Evacuation Route Plan	1%	06/30/28				$197,422	$2,810.69	$194,611.31	$2,810.69	$194,611.31
500.1	Coord. and Reg. Planning	8%	06/30/27	$10,000.00				$759.13	$9,240.87	$759.13	$9,240.87
510.1	RTP	1%	06/30/27	$50,000.00				$379.56	$49,620.44	$379.56	$49,620.44
600.1	PMS/GIS	1%	06/30/27	$35,500				$193.73	$35,306.27	$193.73	$35,306.27
700.1	PPM	22%	06/30/27		$150,000			$32,582.17	$117,417.83	$32,582.17	$117,417.83
TOTALS				$315,500	$150,000	$110,000.00	$197,422.00	$106,743.06	$666,178.94	$106,743.06	$666,178.94

Letters of Support

AB 2059
Mono County wildlife crossings

COUNTY OF INYO

ADMINISTRATOR'S OFFICE

DENELLE CARRINGTON

ACTING COUNTY ADMINISTRATIVE OFFICER

Deputy County Administrator Meaghan McCamman

September 16, 2026

The Honorable Gavin Newsom
Governor
State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: AB 2059 (Wilson): California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation REQUEST FOR SIGNATURE

Dear Governor Newsom:

On behalf of the County of Inyo, I write to respectfully request your signature on AB 2059 by Assemblymember Lori Wilson which takes a practical and targeted approach to addressing the way vehicle miles traveled (VMT) mitigation is applied to transportation projects in rural counties.

AB 2059 would presume that transportation projects primarily located within California's 21 most rural counties have a less than significant impact under the VMT metric, while making clear that projects adding general purpose lanes to the state highway system would not qualify for that presumption unless there is a demonstrated safety or evacuation need. The bill reflects a balanced compromise reached with the Legislature and your Administration, and it passed both houses of the Legislature unanimously and without opposition.

For Inyo County, these changes are both reasonable and necessary. Rural communities face unique transportation realities: longer travel distances, fewer alternative routes, limited transit availability, challenging terrain, and heightened emergency evacuation concerns. In this context, investments in the state highway system are often essential to maintaining safe and reliable mobility, yet the current VMT mitigation framework can impose costs that are disproportionate, unpredictable, and disconnected from what is feasible or effective on the ground.

AB 2059 helps restore balance. It recognizes that rural transportation agencies must be able to advance projects that address safety deficiencies, system preservation needs, and emergency evacuation objectives without being burdened by mitigation requirements that can consume scarce transportation dollars and delay urgently needed improvements.

Inyo County especially appreciates that the bill continues to acknowledge the importance of demonstrated safety and evacuation need. In Inyo County, wildfire risk and emergency response considerations are not theoretical. CEQA should not stand in the way of projects needed to protect life and improve the resilience of the transportation network.

For these reasons, Inyo County respectfully requests your signature on AB 2059. If you have any questions, please contact Chris Lee, at clee@politicogroup.com or (916) 444-3770.

Sincerely,



Denelle Carrington
Inyo County Acting CAO
(760) 878-0262
dcarrington@inyocounty.us

Cc: Inyo County Local Transportation Commission

COUNTY OF INYO

ADMINISTRATOR'S OFFICE

DENELLE CARRINGTON

ACTING COUNTY ADMINISTRATIVE OFFICER

Deputy County Administrator Meaghan McCamman

November 5, 2026

The Honorable Sean Duffy
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: FHWA WCPP Grant Application for the Mammoth Lakes US 395 Wildlife Crossings Project

Dear Secretary Duffy,

The Inyo County Local Transportation Commission (ICLTC) and Inyo County strongly support Mono County Community Development Department (CDD) and Caltrans District 9's application for funding through the Federal Highways Administration (FHWA) Wildlife Crossings Pilot Program (WCPP). This funding is critical for the design phase of the Mammoth Lakes US 395 Wildlife Crossing project, which seeks to reduce Wildlife Vehicle Collisions (WVCs) on US Route 395 in Mono County, California.

US Route 395 bisects important habitat for mule deer migration and other wildlife, causing a high rate of wildlife-vehicle collisions and impacting public safety. The direct mortality and impacts to wildlife movement in the project area have elevated this corridor as a priority barrier to address in both SO 3362 California's Wildlife Action Plan and California Department of Fish & Wildlife's Priority Barriers Report. To enhance permeability and public safety, we support the project's proposal to advance one overpass, one underpass, exclusion fencing, and jump outs, which will greatly enhance habitat connectivity and public safety.

Project Support and Commitment
Mono County and Caltrans District 9 requests $6.47 million for design. The project has strong backing, including a completed Environmental Document and Project Report and the formation of the Eastern Sierra Wildlife Stewardship Team.

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The ICLTC is committed to supporting this initiative by:
Providing local expertise on wildlife patterns and traffic safety; Coordinating with stakeholders; Leading public outreach to emphasize the importance of wildlife crossings; and Supporting environmental reviews to ensure regulatory compliance.

Alignment with WCPP Goals
This project aligns with the goals of FHWA's Wildlife Crossing Pilot Program (WCPP) to protect motorists and wildlife by reducing WVCs and enhancing habitat connectivity, serving as a model for innovative safety and environmental solutions.

We respectfully request FHWA's favorable consideration of this funding request to ensure the success of this important project for the Eastern Sierra's natural heritage and public safety.

Thank you for your consideration.

Sincerely,

Denelle Carrington

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Cc: Inyo County Local Transportation Commission