



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514 8:00 a.m.

Justine Kokx is inviting you to a scheduled Zoom meeting.

Topic: Inyo County Local Transportation Commission Regular Meeting
Time: May 15, 2024, 08:00 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/82977997459?pwd=b3lVdVVyMHJkaE45RmRoSnZuVStpZz09>

Meeting ID: 829 7799 7459

Passcode: 313095

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).

May 15, 2024

Chairperson Celeste Berg to participate virtually from 382 Miramonte Pl, Santa Rosa, CA 95409

8:00 a.m. Open Meeting

1. Roll Call
2. Public Comment

ACTION ITEMS

- 1.** Approve the virtual participation by Chair Berg in accordance with AB 2449
 - a. Any member participating remotely must give notice if anyone over 18 is in the room with them, and that person's relationship to the member.
- 2.** Consent Agenda
 - a. Request approval of the minutes of the meeting of February 21, 2024
 - b. ESTA Staff – Request approval of Resolution No. 2024-01 allocating \$50,051 of FY23-24 Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicles and infrastructure, and to authorize the Eastern Sierra Transit Authority's Executive Director to complete and execute all documents for the LCTOP submittal, allocation requests, and required reporting.
 - c. Approve via Minute Order Final [2023 Inyo County Active Transportation Plan](#).
 - d. Approve via Minute Order Amendment No. 1 to the [Regional Transportation Plan](#) to be consistent with the Inyo County Active Transportation Plan.
- 3.** Request Commission consider committing STIP funds and/or LTF Bicycle & pedestrian funds to serve as leveraging for ATP projects, provide direction to staff, and authorize the Executive Director to sign the letter(s) of commitment.

DISCUSSION ITEMS

- 4.** Request Commission receive a copy of the meeting notes of the Social Services Transit Advisory Council meeting held on February 15, 2024, and draft Unmet Transit Needs List for 2024.

INFORMATIONAL ITEMS

- 5.** FY21-22 Financial Audit of the LTC
- 6.** Informational Item: FY2024-2025 Local Transportation Fund Estimate
- 7.** Q1-2 OWP Reports/Rural Planning Assistance invoices to Caltrans
- 8.** City of Bishop Report
- 9.** ESTA Executive Director's Report
 - Executive Director's April Report
- 10.** Caltrans Report
 - Caltrans Monthly Report
- 11.** Tribal Report
 - Brian Adkins – Letter of Support for the Bishop Paiute Tribe's EV charging infrastructure, planning and workforce development project.

12. DVNP Report

13. USFS Report

14. Executive Director's Report

- ICEVCINP bid review
- Olancha Cartago four-lane update
- LTC projects map/update

15. Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT

Adjourned until 8:00 a.m. Wednesday June 19, 2024, Bishop City Hall

UPCOMING AGENDA ITEMS

- STIP-Olancha-Cartago Update from Caltrans (June)
- RSTP Exchange distribution (June)
- FY22-23 LTF Reserves Distribution (June)
- Adoption of 2024 Unmet Transit Needs (June)
- Adoption of FY24-25 Overall Work Program (June)
- Apportion and Allocate FY25-26 TDA funding (June)

Action Item No. 2

Consent Agenda:

- February meeting minutes
- Resolution No. 2024-01 LCTOP
- Final Active Transportation Plan
- Amend Regional Transportation Plan



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Michael Errante, Executive Director

Draft Minutes

INYO COUNTY LOCAL TRANSPORTATION COMMISSION Bishop City Council Chambers 301 W. Line St., Bishop, CA 93514 8:00 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).

February 21, 2024

8:01 a.m. Open Meeting

1. Roll Call

Commissioners Present

Chair: Celeste Berg
Vice Chair: Jeffery Ray
Commissioner: Jennifer Roeser
Commissioner: Stephen Muchovej
Commissioner: Scott Marcellin

Others Present

Justine Kokx: LTC Transportation Planner
Phil Moores: ESTA
John Pinckney: Inyo County Public Works
Michale Errante: Inyo County Public Works
Robert Strub; Lone Pine Resident
Sabine Elia: Lone Pine Resident
Maggie Ritter: Caltrans
Neil Peacock: Caltrans

Agenda Item No. 2a

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

Annelise Quintanar: Caltrans
Cindy Duriscoe, Big Pine Paiute Tribe
Nora Gamino, City of Bishop

2. Public Comment

None

ACTION ITEMS

1. Election of Officers - The LTC By-Laws state the Chair and Vice-Chair shall be nominated and then elected at the first meeting of the calendar year.

****Celeste Berg was nominated as Chair by Commissioner Roeser and seconded by Vice Chair Ray; all in favor.**

****Jeffery Ray was nominated as Vice Chair by Commissioner Roeser and seconded by Commissioner Muchovej; all in favor.**

2. Consent Agenda

- a. Approve the minutes of the meeting of November 29, 2023.
- b. Ratify via minute order the audit of fiscal year 2021-2022, and the Executive Director to sign the Audit Engagement Letter with Price Paige & Company.

****Approval of the consent agenda motioned by Commissioner Muchovej and seconded by Commissioner Roeser. All in favor.**

3. Ratify via minute order the Initial Allocation Package for SB125 Transit & Inner-City Rail Capital Program (TIRCP) funds and authorize the Executive Director to sign submittal documents.

Phil Moores provided a summary of the initial allocation package to purchase two electric vans and chargers for Lone Pine and Bishop and expand the dial a ride service in the Bishop area to include Wilkerson, Mesa, Rovana, Starlite and Round Valley. Lone Pine is on his radar for possible dial a ride expansion using these SB125 funds.

Vice-Chair Ray would like to see more services in south county communities such as Keeler, Olancho and Pearsonville. Phil replied that dial a ride service to Keeler already exists with advance notice, and the other communities he mentioned are served by the Lancaster route.

Commissioner Muchovej questioned the value of moving forward with this new funding so conservatively considering the potentially large amount of available funding. Phil responded that it has a competitive component and projects must meet two criteria which are growth and reduced GHG's at the same time. Furthermore, the approach that Phil prefers to take is a cautious one; he is watching the development of technology, which is continuously evolving and very volatile, and especially challenging in rural areas. Commissioner Muchovej would like to make it clear that he expects to maximize the full amount of available funding to help build and support the technology that will enable the County to meet its GHG reduction goals.

Commissioners Ray and Marcellin appreciated the cautious approach considering the length of time available to spend the funds and the volatility of the ZEV industry.

Phil is very interested in hydrogen, believes it may take over the EV industry. Prefers to watch and see. Commissioners Muchovej and Roeser suggested that ESTA hire a planner to assist with taking advantage of all the state and federal resources coming out right now.

Neil Peacock recommended incorporating into the OWP a work element focused on building out alternative fuels. He also recommended ESTA develop a long-range transit plan.

Phil would like to see a sort of coalition of alternative fuel players in the region.

****Approval of the Initial Allocation Package for SB125 TIRCP funds motioned by Commissioner Muchovej and seconded by Commissioner Roeser. All in favor.**

DISCUSSION ITEMS

4. [FY2024-2025 Draft Overall Work Program](#)

Justine summarized the purpose of the Overall Work Program, the funding sources and amounts, timelines to expend.

Commissioner Roeser asked if there was latitude within the OWP and funding to hire a person or stewardship volunteer to monitor combined use routes. She also expressed interest in conducting traffic counts on Buttermilk and Movie Roads during busy weekends. Justine responded that the funding is flexible and could accommodate monitoring and traffic counts, but asked who could do it? John Pinckney replied that traffic counters would have to be video or in person to be able to decipher licensed vs. non-licensed users. Counters can't tell the difference. Commissioner Roeser clarified that she was asking about busy weekends, not full time, just for the flexibility to conduct some work like that.

Commissioner Muchovej asked about the Pavement Management Program (PMP) and noticed the staff report did not reference 1/3 of the PMP in FY23-24. Staff responded that staffing challenges and constant vacancies precluded that from happening this (last) fiscal year. A new Engineering Tech starts next week. The goal is to get back on track using the in-house resources. A consultant can cost up to \$50K, while conducting in-house would be more cost effective, around \$20-\$30K. John reiterated that the goal of the PMP is to focus maintenance on the roads falling below 70-80 PCI, which is most cost effective, and not on the failed roads that get all of the complaints. Commissioner Roeser appreciated the follow through on this method by the rehabilitation of Rolling Green and Grandview.

Commissioner Muchovej would like the OWP to include an activity or work element to develop a consortium to look at long term alternative fuels for the area, and it might mean hiring a person to spearhead this long-term vision of alternative fueling infrastructure in the region. He added that it is unconscionable that here we are with the LTC, ESTA and ESCOG, all with small budgets, small staffs, who are struggling with capacity for planning, but we are being held to all these state requirements on alternate fuels, and we don't have a stronger partner with Caltrans, who has a huge budget in these areas. Neil replied that he appreciated the comment and said he has been working his angles and back channels and hopes to be able to provide support in this area in the future.

John added that the OWP should also include an activity that addresses the need for commuter van programs between communities and work sites. There is an opportunity here to reduce GHG's. Commissioner Roeser concurred and has observed resistance to programs like this from the County's risk manager.

Cindy Duriscoe added that this is the perfect time and maybe the only chance we will get to take advantage of these funding opportunities.

Chair Berg asked if there had been any changes with the Bishop Tribe for the ATP program. Justine had to shift gears to focus on the Tecopa area after receiving no interest and after no-show meeting.

INFORMATIONAL ITEMS

5. City of Bishop Report

Nora Gamino reported that Notice of Intent comment for the East Line Street Bridge has closed. Will take to the CTC for PS&E allocation in May. Finalizing design elements based on public comments. Kicked off the S. Warren Street Improvement project with consultant. This is an earmark project and a continuation of the N. Warren Street project. Tweaking some of the design features and working through NEPA. Also working on drainage issues on Johnson Drive, east of the bridge. Attended the Caltrans/CTC workshop for the ATP grant program and held a site visit for the Sierra bike path project. Based on feedback from the CTC, we have decided to grow the project into a medium-sized project to close gaps. Commissioner Roeser asked about the pedestrian island on the E. Line Street Bridge, the road department doesn't like those when plowing snow and they are difficult to maneuver with wider loads and trailers. Nora said that this is just an idea at this point, they are looking at a variety of traffic calming measures, nothing decided upon yet.

6. ESTA Executive Director's Report

- Executive Director's Report & Annual Report Attached

Phil reported that ESTA is going strong. They are fully staffed; they've developed a reputation as a great place to work. Commissioner Muchovej asked about the ridership in Benton, does Phil know why it has plummeted? Phil replied that both Benton and Walker haven't rebounded from

COVID, and the decline is probably related to the small population, remoteness, and natural disasters. It's challenging to grow ridership in these areas due to a variety of factors.

7. Caltrans Report

Annelise provided updates on various Caltrans projects and highway conditions.

8. Tribal Report

Cindy Duriscoe reported on behalf of the Big Pine and Bishop Tribes. They have partnered on a shuttle service using EV shuttle vans through the Clean Mobility Options program. Open to Tribal members at first, it may open up to everyone in the future. Coordinating with Phil to develop two bus stops. More to come. Big Pine Tribe also had a site visit with the CTC for their ATP project. They have decided to expand the project but will submit a planning grant proposal this round to better define their project. They don't have engineering support, so a plan is what they are working on for now.

9. DVNP Report

None

10. USFS Report

None

11. Executive Director's Report

- Review the ICLTC's approved USBR 85 designation.

John Pinckney provided an overview and refresher of the USBR 85 designation project. Caltrans needs to submit this to congress in April to get the official designation. Commissioners would like this to be added to the LTC website.

12. Reports from all members of the Inyo County LTC

Everyone congratulated John on his retirement.

Commissioner Roeser provided an update on the BIRPI. Focusing on how to implement now. Working with 7 entities including the Tribe, Indian Creek, CSD, USFS, DWP, CDFW, BLM. Have narrowed the planning area down to all of Buttermilk area and to specific climbing areas and the road in particular.

CORRESPONDENCE

None

ADJOURNMENT

Adjourned at 10:33 until 8:00 a.m. Wednesday March 20, 2024, Bishop City Chambers.

UPCOMING AGENDA ITEMS

Agenda Item No. 2a

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

- SSTAC Unmet Transit Needs hearings (March/April)
- FY2024-2025 Final Overall Work Program (May)

Agenda Item No. 2a

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

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2023-24 Funds
Initiated by: Phil Moores, 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 a 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 moneys received shall be expended on projects that will benefit disadvantaged communities. Disadvantaged community in this program is focused on air quality, not income. Inyo County does not have any disadvantaged communities as defined in the LCTOP program.

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:

Funding to the LCTOP is consistent to prior FY 22-23 where ESTA received \$127,112. \$136,035 is available in FY 23-24.

Eastern Sierra Transit is requesting FY 2023-24 LCTOP funds from both the Inyo and Mono County LTCs to fund two projects: The purchase of an additional electric paratransit vehicle and supporting infrastructure to be used in Bishop Dial-a-Ride service This is year 3 of 4 for that the Inyo County LCTOP funds have been reserved for this vehicle. For Mono County this will be the first year that the LCTOP funds will be reserved to purchase an electric Trolley to be used in the Town of Mammoth.

Both vehicles will be fully ADA accessible. Each project will utilize four years of LCTOP roll over funding, vouchers and incentives funds. The Inyo County vehicle is anticipated to be purchased in 2026. The Mono County electric trolley is anticipated to be purchased in 2028.

FINANCIAL CONSIDERATIONS:

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The allocation of funding from the State Controller’s office for the Eastern Sierra Region totals \$136,035. 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)	\$ 34,847
Eastern Sierra Transit Authority (99314)	\$ 51,137
Inyo County (99313)	\$ 50,051
Total	\$136,035

PROJECT COSTS:

The proposed costs for the projects are below.

Mono County Electric Trolley	\$ 85,984
Inyo County Dial-a-Ride Electric Vehicle	\$ 50,051
Total	\$136,035

RECOMMENDATION

It is recommended that the Inyo County Local Transportation approve Resolution 2024-01 allocating \$50,051 of FY 2023-24 Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicles and infrastructure, 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.



FY 2023-2024 LCTOP
Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE Inyo County Local Transportation Committee
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Commented [AN1]: Local Assistance

Phil Moores, Executive Director-Eastern Sierra Transit Authority OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Michael Errante Executive Director
(Print Name) (Title)

(Signature)

Approved this 17th day of April, 2024

RESOLUTION #2024-01

AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT(S):
Inyo County Electric Vehicle \$50,051

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 Phil Moores, 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 Committee 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 Phil Moores, 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 Committee that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2023-2024 LCTOP funds:

List project(s)

Project Name: Inyo County Electric Vehicle

Amount of LCTOP funds requested: \$50,051

Short description of project: Purchase of one electric paratransit vehicle and infrastructure

Benefit to a Priority Populations: Project creates or improves infrastructure or equipment that reduces criterial air pollutant or toxic air contaminant emissions in low-income communities.

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

APPROVED AND ADOPTED this 17th day of April, 2024, by the following vote of the Inyo County Local Transportation Committee.

AYES:
NOES:
ABSTAIN:
ABSENT:

Michael Errante
Executive Director

Attest:
Secretary of the Board

By: _____



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

STAFF REPORT

MEETING: May 15, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Final 2023 Update to the [Inyo County Active Transportation Plan](#)

Recommended Action

Adopt via Minute Order the Final 2023 Update to the Inyo County Active Transportation Plan.

Discussion

The Inyo County Active Transportation Plan (Plan) was last updated in 2015. A primary purpose of the Active Transportation Plan is to put the City and County in a better place to apply for bicycle and pedestrian grants. The Plan is also designed to be consistent with the Goals and Policies of A) the Inyo County General Plan, B) the City of Bishop General Plan, C) the Downtown Bishop Specific Plan and Mixed-Use Overlay and D) the Inyo County LTC Regional Transportation Plan (RTP) and prioritizes active transportation projects in the City of Bishop and throughout the County.

During the fall and winter of 2023 - 2024, staff enlisted LSC Transportation Consultants, Inc. (Consultant) to prepare an update to the Plan. During the October 2023 LTC meeting your Commission provided input into the final draft document, and requested specific projects be included in the Plan. These projects included the Veterans' Path project in Big Pine, safe pathways to school from the Bishop Paiute Tribe to the elementary school in Bishop, and safe paths to school throughout Bishop. In early 2024, Inyo County and City staff worked with the Consultant to ensure the Plan thoroughly encompasses the current ATP grant efforts in the City and in Tecopa.

The Final Active Transportation Plan is linked [here](#) and is located on the Inyo County LTC website under "Planning Documents and Studies." <https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>



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Michael Errante
Executive Director

STAFF REPORT

MEETING: May 15, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Amend the [2023 Regional Transportation Plan](#)

Action Item

Request that your Commission approve via Minute Order amending the 2023 Regional Transportation Plan to be consistent with the current Active Transportation Program Plan and grant efforts within the City of Bishop and Tecopa.

Discussion

The Final 2023 County RTP was adopted by your Commission on November 29, 2023. The Active Transportation Plan was being updated concurrently but was in draft form at the time. While finalizing the Active Transportation Plan it was noticed that some elements or road segments of the ATP grant efforts in Bishop and in Tecopa were not referenced in the ATP tables in both the Final RTP and the draft ATP. This has been rectified in both documents. See tables 25a and 25e – Unfunded ATP projects for the County and the City of Bishop.

Your Commission is being asked to approve Amendment No. 1 to the 2023 RTP.

The revised RTP tables are referenced below:

TABLE 25a: Inyo County Unfunded Active Transportation Projects Mid-term, High Priority					Total Cost (1,000s)	Funding Source	Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Priority ⁽¹⁾	Location	Proposed Project Description	County								
1	Lone Pine	South Lone Pine Sidewalk (0.45 miles of sidewalk on one side of US 395 from end of sidewalk near LADWP to Teya Road)	NA	ATP	x	x			x		
2	Bishop Area	Meadow Farms North Sidewalk (0.23 miles of sidewalk on the north side of US 395 or North Sierra Highway from Cherry Lane to the art store)	NA	ATP	x	x			x		
3	Tecopa	Old Spanish Trail Highway (0.72 miles from Tecopa Hot Springs Road to Downey Road) Class II/III	NA	ATP	x	x					
4	Tecopa	Tecopa Hot Springs Road (1 mile from Noonday St to "Mud Springs") Class II/III	NA	ATP	x	x					
5	Big Pine Tribe	Improve pedestrian safety and sidewalks on Bartell Road and Blake St	NA	ATP	x	x			x		
6	Lone Pine	Class II/III Bicycle Lanes on Post St., Lone Pine Av, and Lakeview St.	NA	ATP	x	x					
7	Bishop Area	Class II/III Bicycle Lanes on Red Hill Road from Ed Powers Rd to SR 168	\$700	ATP	x	x					
8	Big Pine	Town to Tract Class II/III Bicycle Lanes - 1.7 miles On Reynolds from Myrtle Lane to County Rd, Baker Creek Rd to US 395 and all of School St and Blake St	\$868	ATP	x	x					
9	Olancha	Multi-use trail connection from SR 190 to Haiwee Trail and buffered Class II bike lanes added to SR 190	\$900	ATP	x	x					
10	Olancha	190 Junction Amenities -- Install signage and trailhead, improve pedestrian safety and crosswalks, create pocket park	\$900	ATP	x	x					
11	Bishop Area	Dixon Ln from Saniger Ln to US 6 - Class II/III Bicycle Lanes	\$6,683	ATP	x	x					

Source: Inyo County

TABLE 25e: Inyo County Unfunded Active Transportation Projects						Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Mid-term, High Priority										
Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source						
City of Bishop										
1	City of Bishop	Sierra to School Path - Extend Class 1 bike path from Sierra Street to elementary schools	\$1,137	ATP	x	x				
2	City of Bishop	Bike Path Rehab - Reconstruct bike path between Sierra Street and North Sierra Highway	\$1,717	ATP	x	x				
3	City of Bishop	Sierra Street Sidewalk- Construct sidewalk along at least the north side of Sierra between Main and Home	\$600	ATP	x	x				
4	City/Bishop Tribe	Diaz to School Class I Bike Path - Diaz Lane to elementary schools	\$1,000	ATP	x	x			x	
5	City of Bishop	Yaney Sidewalks - Along Yaney at City Park	\$400	ATP	x	x				
6	City of Bishop	Clarke Street between 1st St and Lagoon - Class II/III Bicycle Lanes, Sidewalks	NA	ATP	x	x				
7	City of Bishop	Pine Sidewalks - Fill in gaps in sidewalk along at least one side of West Pine	\$250	ATP	x	x				
8	City of Bishop	Fowler Sidewalk - Provide continuous curb, gutter, sidewalk	\$980	ATP	x	x			x	
9	City of Bishop	Home St. Connection - Class I path west of elementary schools to Home Street School campus	\$900	ATP	x	x			x	
10	City of Bishop	Pine to Canal Path - Class I bike path from East Pine Street to east side of Bishop Creek Canal	\$1,000	ATP	x	x				
Source: Inyo County, City of Bishop, Fort Independence Indian Reservation 2023 Tribal Transportation Safety Assessment										

Mid-term, High Priority						Mobility/Accessibility	Safety and Security	Transportation System Investment	Environmental and Health Sustainability	Economic Sustainability
Mid-term, High Priority										
Priority ⁽¹⁾	Location	Proposed Project Description	Total Cost (1,000s)	Funding Source						
City of Bishop										
11	City of Bishop	Close sidewalk gaps along Elm St.	NA	ATP	x	x				
12	City of Bishop	Academy Sidewalk - Provide continuous curb, gutter, sidewalk	\$400	ATP	x	x				
13	City of Bishop	Hanby Sidewalks - Curb, gutter, and sidewalk Line to Pine	\$500	ATP	x	x				
14	City of Bishop	Class II/III bicycle lanes on Fowler and Elm St. as alternative to US 395	NA	ATP	x	x				
15	City of Bishop	Main Street Streetlights - Place decorative streetlights and hanging baskets on Main Street	\$600	ATP	x	x				
16	City of Bishop	Hobson to Coats Path - Class I bike path/pedestrian path from Hobson Street to Coats Street	\$450	ATP	x	x				
17	City of Bishop/Caltrans	Continue Class II/III bicycle lanes on West/East Line Street	NA	ATP	x	x				
18	City of Bishop	Wayfinding signage to direct cyclists onto alternative routes to US 395	NA	ATP	x	x				
Total Cost			\$30,486							
Source: Inyo County, City of Bishop, Fort Independence Indian Reservation 2023 Tribal Transportation Safety Assessment										
Note 1: Based on Active Transportation Plan Prioritization Evaluation Criteria										

Action Item No. 3

Consider committing funds as
leveraging for ATP Projects



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

STAFF REPORT

MEETING: May 15, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Authorize Letters of Commitment to Leverage STIP and/or LTF bicycle and pedestrian funds for ATP Projects

Recommended Action

Request Commission via Minute Order 1) commit future Inyo County State Transportation Improvement Program (STIP) funds and/or Local Transportation Funds as leveraging for City of Bishop and County ATP grant proposals, 2) identify an appropriate percentage or amount of leveraging funds according to estimated project costs and desired ATP points, and 3) authorize the Executive Director to sign letters of commitment to include with ATP grant submittals, which are due June 17th, 2024.

Summary

The City of Bishop and Inyo County are each preparing grant proposals for the Cycle 7 Active Transportation Program. Inyo County staff are partnering with LSC Transportation Consultants, Inc. and Eastern Sierra Engineering to develop the Tecopa Community Connectivity Project. City of Bishop staff is partnering with Eastern Sierra Engineering to develop the Connecting Bishop Project. Both projects propose to develop pedestrian and bicycle facilities and implement traffic calming measures that connect disjointed locations that are important to the communities. The estimated project costs are currently being refined, but we anticipate both projects will cost under \$10 million, which falls into the Medium project category. Both projects are targeting both infrastructure and non-infrastructure improvements.

This is a highly competitive grant program. In recent cycles, only submittals winning points ranging near 90 out of 100 possible points were successful. Projects can earn up to 5 points for leveraging non-ATP funds towards the project. For projects in the medium category, points are awarded as follows for leveraging:

Points	Amount Leveraged
1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to 10% of total project cost
3 Points	More than 10% to 15% of total project cost

4 Points	More than 15% to 20% of total project cost
5 Points	More than 20% of total project cost

Funding for ATP Cycle 7 begins in FY2025-2026, and projects must be completed by FY2028-2029. This means there would be two STIP cycles in which to assign STIP funding, 2026 and 2028.

During the 2024 STIP cycle, Inyo County’s formula share was \$12.212 million, which brought the overdrawn balance of \$9.470 million to a positive total target of \$2.742 million. It is unknown at this time what the next cycles’ formula shares will amount to. It is also unknown if the Olancha Cartago four lane project will have additional overages that will affect Inyo’s total target share balance. It is likely however, that in upcoming cycles, there will be sufficient funds to recommend committing enough STIP funds for leveraging enough to garner one or more points in these ATP applications. This will greatly improve the chances of being awarded the grant and implementing projects within the City and County.

Another possible source of funds for leveraging are the Local Transportation Funds (LTF) bicycle and pedestrian set aside (PUC § 99233.3). The Transportation Development Act (TDA) requires that 2% of the remaining funds not allocated to transit, audits, and administration, are deposited into a separate fund for the exclusive use of pedestrians and bicycles. Currently, your commission has accrued approximately \$200,000 of bike and ped funds. Accessing these funds requires a claiming and approval process as outlined in the [LTC’s Organization and Procedures manual](#).

At a minimum, if each proposed project application receives a commitment letter for \$100,000 of funds, each project would receive at least 1 point for leveraging funds.

To receive 2 points, each project would need at least \$510,000. Due to limited STIP funds, it is recommended that each project receives a commitment of at least \$100,000 of STIP to secure at least 1 point for leveraging funds (or \$510,000 to secure at least 2 points). To secure additional leveraging points, both the County and City will pursue other sources of leveraging funds. If your Commission decides to direct STIP as matching funds, the following scenarios apply:

- If ATP grants are awarded, it can be expected that programming for other anticipated STIP funded projects will be limited by the amount of commitment towards the ATP projects.
- If grants are not awarded, funds would not be encumbered and can be used for other priority STIP projects.

ATP applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants without a signed letter of commitment will not receive leveraging points. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution.

Attachments:

Draft project concepts

Draft Letter of Commitment authorizing Inyo County STIP funding as leveraging



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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INDEPENDENCE, CA 93526
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FAX: (760) 878-2001

Michael Errante
Executive Director

May 15, 2024

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

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

Dear Ms. Taylor:

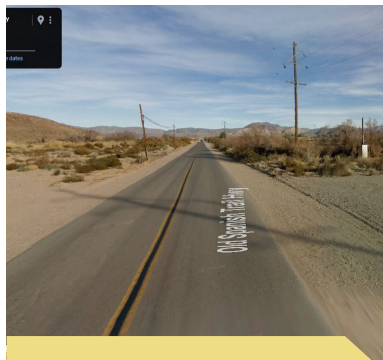
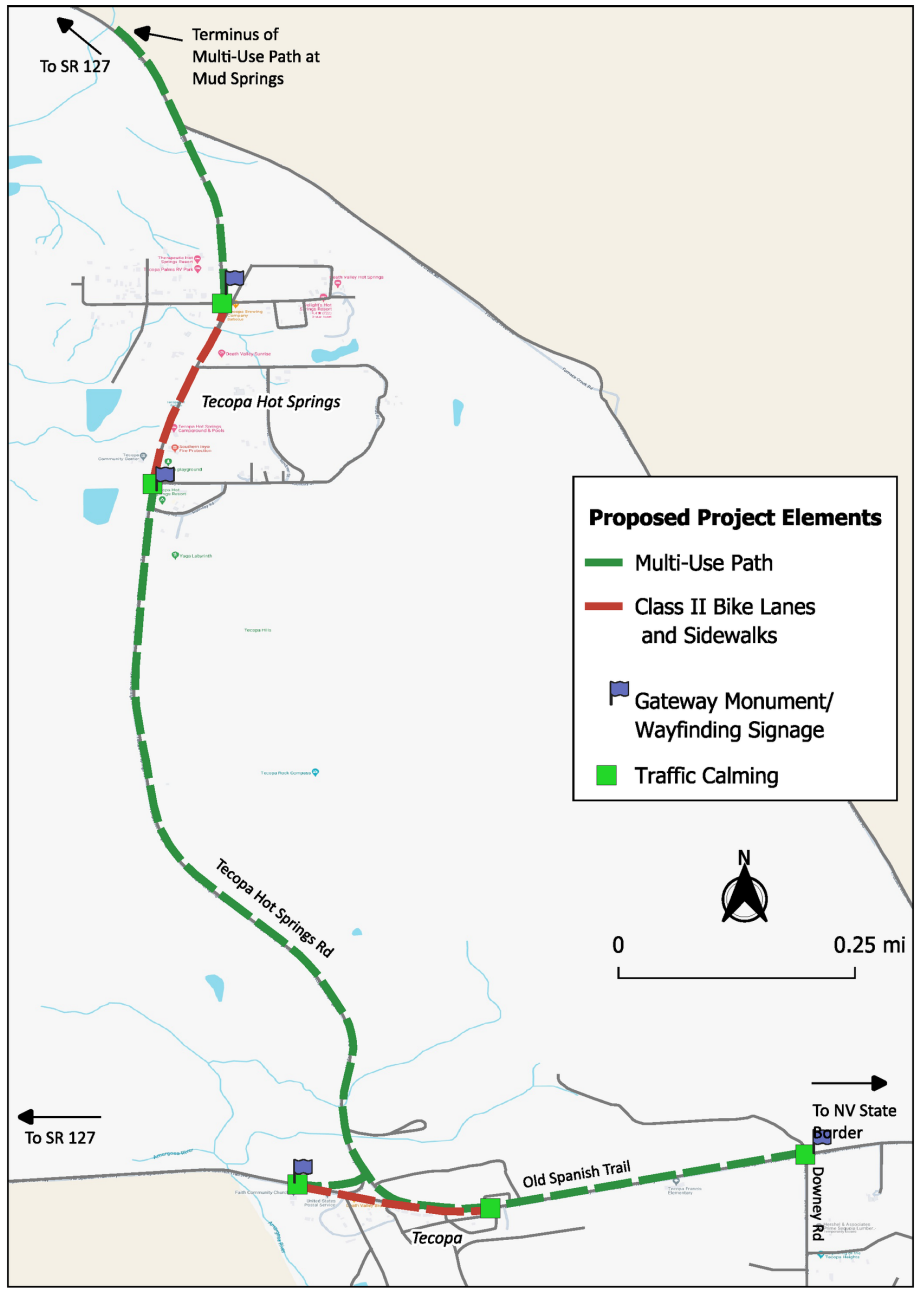
The [City of Bishop/County of Inyo] has submitted an application to the Active Transportation Grant Program to improve conditions for walking and biking in our community. The estimated cost is [\$\$\$\$]. Please accept this letter as certification that the Inyo County Local Transportation Commission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

Sincerely,

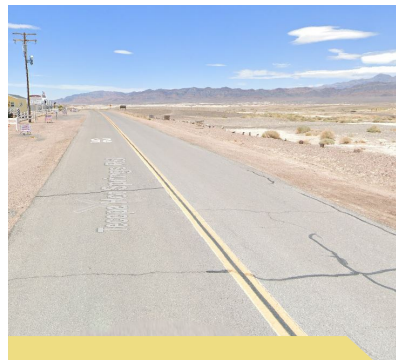
Michael Errante
Inyo County Local Transportation Commission Executive Director
760-878-0201
merrante@inyocounty.us

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

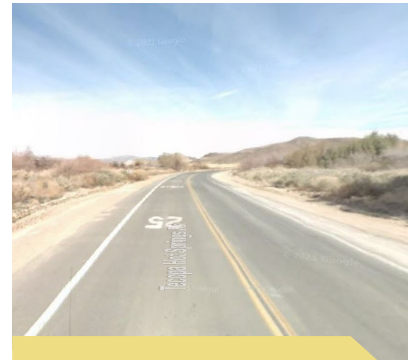
Inyo County Active Transportation Project Tecopa, California



Old Spanish Highway: New multi-use path on north side of Old Spanish Highway



Tecopa Hot Springs Road facing north near Hot Springs: type 2 bike lanes with sidewalk in town.



Tecopa Hot Springs Road facing north. Multi-use path on east side of road.



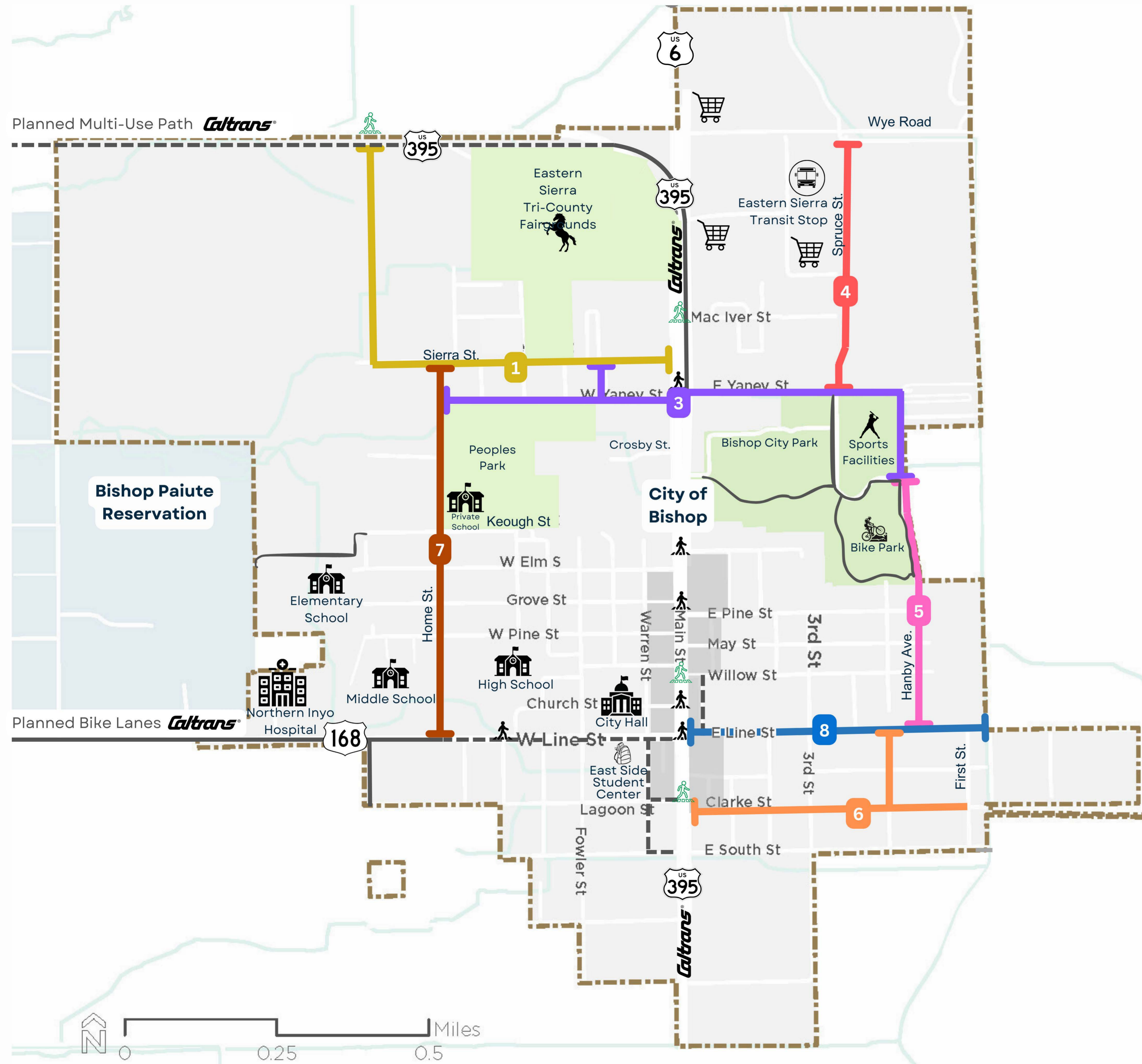
Active Transportation (ATP) Application

The City of Bishop Proposed ATP Segments (2024)

- 1** Sierra Hwy Connector & Sierra St.
- 3** Yaney St
- 4** Spruce St
- 5** Hanby Ave
- 6** Clarke St
- 7** Home Str
- 8** East Line St

Existing /Approved ATP Infrastructure

- Existing Bike Lanes/Trails
- Approved ATP Enhancements
- Existing Hwy Crosswalk
- Planned Hwy Crosswalk
- Downtown Core



Agenda Item No. 4

SSTAC meeting notes and draft Unmet
Transit Needs



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Michael Errante
Executive Director

TO: Inyo County Local Transportation Commission
FROM: Justine Kokx, Transportation Planner
DATE: May 15, 2024
SUBJECT: 2024 Social Services Transit Advisory Council Meeting

STAFF RECOMMENDATION:

Staff recommends that your Commission receive the annual Social Services Transit Advisory Council (SSTAC) meeting notes and review the 2024 draft unmet transit needs list.

OVERVIEW:

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

Reasonable to Meet

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

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

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

SUMMARY DISCUSSION:

2024 Social Services Transit Advisory Council Meeting & Public Hearings

The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. The purpose of the meeting and hearings is to obtain citizen input regarding unmet transit needs.

We had a large turnout with over 20 participants at this year's Social Services Transit Advisory Council meeting held on February 15th at 9:00 am. LTC staff would like to thank everyone who attended the SSTAC meeting with groups joined by Zoom and in person from Bishop, Lone Pine, and an individual vacationing in Mexico (!). Issues raised included weekend 395 service to Reno and Lancaster, connection to Ridgecrest dial-a-ride for shopping, how to connect to LAX from Lancaster, weekend Lone Pine dial-a-ride service, and easier payment & reservations system. The prior year unmet needs list was also reviewed. The notes from this meeting are attached for your reference.

Two public hearings were held following the SSTAC meeting. The first was held at the Bishop City Hall on March 20th from 8:00 to 9:00 a.m. The second hearing was held in the Independence Board Chambers on April 17th from 8:00 to 9:00 a.m. No public comments were made at either hearing. Both hearings were accessible via Zoom and were advertised in advance in the Inyo Register.

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

Attachments: SSTAC Meeting notes
2024 Draft Unmet Transit Needs List

Draft 2024 Unmet Transit Needs

	TRANSIT REQUEST	Unmet Need	Reasonable to Meet	Comments
New unmet needs request	Lone Pine DAR on weekends	Yes	No	Maybe next year
New unmet needs request	Free Ride Day	No	No	Not an unmet need, but good idea
New unmet needs request	Overnight parking in Bishop	No	No	There is parking in the city, but not near the Vons stop
New unmet needs request	Easier payment system	No	No	this is high on the priority list
Prior year Unmet need request	Increase Frequency of Lone Pine / Bishop Connection	No	NA	the connection exists currently
Prior year Unmet need request	Fixed Route Service in Bishop	No	NA	service exists currently
Prior year Unmet need request	Better Technology / Phone System for Dial-A-Ride	No	NA	service exists currently
Prior year Unmet need request	On Demand scheduling software for dial a ride	No	NA	service exists currently with dispatchers
Prior year Unmet need request	Owens River / Poleta Rd. Service	Yes	No	service operationally difficult
Prior year Unmet need request	depart Bishop at 4PM instead of 2:30 on Benton Service 2 Days per Week	Yes	No	service operationally difficult
Prior year Unmet need request	Trailhead Service to Whitney, Horseshoe, Onion, Glacier, Buttermilk Rd Turnoff	Yes	No	insufficient funding
Prior year Unmet need request	Tecopa to Pahrump Service	Yes	No	no service provider in the area
Prior year Unmet need met	Weekend Mammoth Express Service	Yes	Yes	Approved by ESTA Board April 2023
Prior year Unmet need met	Weekend US395 Service	Yes	Yes	Approved by ESTA Board April 2023
Prior year Unmet need met	Extend Bishop Dial-A-Ride Hours	Yes	Yes	Need met in FY2021-2022
Prior year Unmet need met	White Mountain Research Center	Yes	Yes	Need met in FY2021-2022
Prior year Unmet need met	Dial-A-Ride Service to Keeler	Yes	Yes	Need Met in 2021



INYO COUNTY



LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
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Michael Errante, Executive Director

Social Services Transit Advisory Council Minutes February 15, 2024, 9:00AM Bishop QCOB Lone Pine Senior Center/Statham Hall Zoom

INTRODUCTIONS / PARTICIPANTS

Jenny Park, IMAH	Sylvia Cline, Lone Pine
Phil Moores, Director, ESTA	Sabine Elia, Lone Pine
Ben Downard, Caltrans	Bob Strub, Lone Pine
Maggie Ritter, Caltrans	Roger Rasche, Lone Pine
Annelise Quintanar, Caltrans	Robert Herzog, Lone Pine
Cindy Duriscoe, Big Pine Paiute Tribe	Alan Akin, Lone Pine
Justine Kokx, Inyo County LTC	Will Wadelton, Lone Pine
Morningstar Willis-Wagoner, Inyo County	Frankie Quintana, Lone Pine
Christina Bonanno, Inyo County	Walt Hoffman, Benton (on vacation in Mexico)
Rosie Gilmour, Lone Pine	

INTRODUCTIONS & REVIEW OF PURPOSE

Justine Kokx, LTC staff introduced herself and stated that the Transportation Development Act requires that we allocate LTF funding only after considering whether local transit agencies are recognizing and accommodating for unmet transit needs, if they are reasonable to meet. This meeting is the first step in deciding how the TDA funds will be allocated to ESTA or any other claimants, and for administration of the TDA.

SCHEDULE OF PUBLIC HEARINGS

The LTC is required to have this initial meeting as well as two public hearings which are generally at the LTC's regularly scheduled meetings. The public hearings will be scheduled at the LTC meetings at 8:00 am on March 20th at the Bishop City Chambers and April 17th, 2024, at the Independence Board Chambers, and via Zoom.

OPEN DISCUSSION OF IDEAS & POTENTIAL ISSUES:

The meeting and discussion pivoted to an open forum between transit users and ESTA's Executive Director, Phil Moores, with riders expressing their appreciation to Phil for Karla, the Lone Pine Dial-A Ride driver, as well as all of the drivers. Phil is very proud of ESTA staff and drivers.

A rider requested dial-a-ride service to Keeler. Phil reminded the group that this service had been an unmet need that was met a couple of years ago. He recommended they contact Karla for details, she will go out Keeler with advance notice.

Weekend 395 Service – Phil reported that they are looking at adding a Reno run on Sundays, and a Lancaster run on Saturdays. These are on the table for discussion, not set in stone.

Weekend Lone Pine Dial-a-ride service is an expansion that Phil is also looking into.

A request was made by a Lone Pine rider to add a route that allows for grocery shopping in Lancaster or Palmdale. Phil stated that this would be logistically difficult due to the timing and distance, it would only allow for a short turnaround of around 45 minutes. The idea of a route to allow for shopping in Ridgecrest arose. Rosie Gilmour of Lone Pine reported that she regularly rides the ESTA bus on its way to Lancaster and connects with the Ridgecrest Runner dial-a-ride service in Inyo Kern, then returns to Lone Pine on the return bus from Lancaster. She loves the route and recommends it for shopping in Ridgecrest.

What about getting to LAX? Walt Hoffman of Benton provided details. Take the ESTA bus to the Metrolink station in Lancaster and enjoy a little Thai food. From there take the very nice, clean train to Union Station in Los Angeles. This takes about 2.5 hours. From here, take the flyaway bus to LAX, which takes another 1.5 hours. If you have an early flight you will need to go a day ahead and spend the night near the airport. This route works perfectly for same day late or red eye flights.

Cindy Duriscoe representing the Big Pine Tribe echoed Walt's comments and confirmed that she had just done the exact same route on her way to New Zealand. It worked perfectly.

A member of the Lone Pine group asked if there was a group discount rate. Phil said he would investigate, but there is a senior discount and children ride for free. He followed up later with this information: The purchase of a Ten-Punch Pass will provide a 50% discount rate. This pass can be used for groups.

The issue of overnight parking came up. Ben Downard suggested a coordinated effort between Caltrans, the City of Bishop, County and ESTA to develop an overnight parking area near Kmart & Vons. The City of Bishop is currently conducting a parking study; this is an ongoing topic for future discussion.

Walt suggested offering a free pass day to help spread the word and get folks hooked on transit. He began using transit in his early forties and grew to love it, it was more than just a convenience to him, it was also about the social connections he gained. He also appreciated the addition of bike racks as an avid cyclist.

Sylvia Cline brought up a communication issue she had with the reservation office. She had wanted to use dial-a-ride in Lone Pine but misunderstood and went to the long route pick up location at McDonalds. She should have gone to Statham Hall instead. If the communication had included a clarification of local or long distance, she wouldn't have missed her ride. Just a suggestion to prevent confusion for other folks.

Walt brought up a universal payment system. Other countries and cities already have it, can ESTA? Phil is looking into a better payment system. Ben brought up a California wide effort to streamline payments using a single app or card. More to come on that topic.

An abbreviated list of the topics covered is below:

1. Lone Pine to Ridgecrest
 - a. ESTA drops off at Inyokern (drop off at 11:20a, pick up at 3:35p)
 - b. Ridgecrest DAR picks up at Inyokern bus stop
2. Bishop to LAX
 - a. Link on ESTA website
3. Overnight Parking in Bishop
 - a. City is conducting a parking study
4. Group rate
 - a. Under evaluation
5. Lone Pine DAR on weekends
 - a. Under consideration
6. Free Ride Day
 - a. Under consideration
7. Sylvia Cline – missed bus
 - a. Called on 2/15/24 and discussed communication between Sylvia and ESTA

Justine Kokx concluded the meeting by saying that all of these suggestions and ideas will be looked into and will be brought to the Commission. She encouraged everyone to participate in the public hearings on March 20th and April 17th.

Meeting adjourned: 10:12 a.m.

Informational Item No. 5

FY21-22 Financial Audit of the LTC



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
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Michael Errante
Executive Director

STAFF REPORT

MEETING: April 17, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: FY2021-2022 Financial Audit of the Inyo County LTC

Recommended Action

None. The Fiscal Audit is provided for the Commission's reference. This is a required annual audit and the LTC is complying with State audit requirements.

Summary

Included in the Agenda package is a copy of the Inyo County LTC audit for Fiscal Year 2021-2022. This provides a general overview of the LTC's finances. The audit summarizes how Local Transportation Funds, Rural Planning Assistance, and Planning Programming and Monitoring funds were received as revenues and how those funds were expended. The audit also details those funds that flow through the LTC such as transit grants and Transportation Development Act funds allocated for transit related purposes.

The audit report is required by State law. The LTC is in compliance with State statutes.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

FINANCIAL STATEMENTS

**FOR THE YEAR ENDED
JUNE 30, 2022**

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
FINANCIAL STATEMENTS
JUNE 30, 2022**

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**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
FINANCIAL STATEMENTS
JUNE 30, 2022**

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INDEPENDENT AUDITOR'S REPORT

Board of Commissioners
Inyo County Local Transportation Commission
Independence, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of the Inyo County Local Transportation Commission (the Commission), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the Planning Fund and the aggregate remaining fund information of the Commission, as of June 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

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

Responsibilities of Management for the Financial Statements

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

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

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

tel 559.299.9540

fax 559.299.2344

Auditor's Responsibilities for the Audit of the Financial Statements

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

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

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

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

Required Supplementary Information

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

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The accompanying combining and individual fund statements and schedules (supplementary information) listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including

comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 19, 2024, on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Commission's internal control over financial reporting and compliance.

Price Pange & Company

Clovis, California
March 19, 2024

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**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

As management of the Commission, we offer readers of our financial statements this narrative overview and analysis of the financial activities for the year ended June 30, 2022.

FINANCIAL HIGHLIGHTS

- The assets of the Commission exceeded its liabilities at the close of the year by \$1,013,231. Of this amount, \$999,563 may be used to meet the Commission's ongoing current obligations to citizens and creditors.
- As of the close of the current fiscal year, the Commission's governmental fund reported an ending fund balance of \$940,521, an increase of \$454,989 in comparison with the prior year.
- At the end of the current year, unrestricted net position for the planning fund was 999,563.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Commission's basic financial statements. The Commission's basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains required and other supplementary information in addition to the basic financial statements themselves.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Commission's finances, in a manner similar to a private sector business.

The *statement of net position* presents information on all of the Commission's assets and liabilities, with the difference between the two reported as *net position*. Over time, increases or decreases in net position may serve as a useful indicator whether the financial position of the Commission is improving or deteriorating.

The *statement of activities* presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported in the statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

Fund Financial Statements. A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Commission, like other local governments, uses fund accounting to ensure and demonstrate compliance with finance related legal requirements. All of the funds of the Commission can be divided into two categories: governmental funds and fiduciary funds.

Governmental fund financial statements report essentially the same functions as those reported in the government-wide financial statements.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

OVERVIEW OF THE FINANCIAL STATEMENTS (Continued)

Government-Wide Financial Statements (Continued)

However, unlike the government-wide financial statements, governmental fund financial statements focus on *near-term inflows and outflows of spendable resources*, as well as on *balances of spendable resources* available at the end of the fiscal year.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balance provide a reconciliation to facilitate the comparison between governmental funds and government-wide statements.

Fiduciary funds are used to account for resources held for the benefit of parties outside the Commission. Fiduciary funds are not reflected in the government-wide statements because the resources of those funds are not available indiscriminately to support the Commission's own programs. The Commission's fiduciary funds consist solely of private purpose trust funds, which are used to account for the Local Transportation Fund, the State Transit Assistance Fund, the TEA Exchange Program Fund, and other transit related funding.

The Commission adopts an annual appropriated budget for its planning fund. A budgetary comparison statement has been provided for the fund to demonstrate compliance with the budget.

The government-wide and fund financial statements can be found on pages 12-22 of this report.

The notes to the financial statements provide additional information that is essential to understand these financial statements. The notes to the financial statements can be found on pages 22-29 of this report.

Government-Wide Financial Analysis

The statement of net position and statement of activities report information about the Commission activities in a way that will reflect the changes from the prior year to the current year. These two statements report on the net position of the Commission and the changes in them. The Commission's net position—the difference between assets and liabilities—is one way to measure financial health or financial position. Over time, increases or decreases in the Commission's net position are an indicator of whether its financial health is improving or deteriorating. However, other nonfinancial factors such as changes in economic or changed governmental legislation should be considered.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

The following table summarizes the net position at June 30, 2022 and 2021:

	<u>2021</u>	<u>2022</u>	<u>Dollar Change</u>
ASSETS			
Current and other assets	\$ 614,724	\$ 1,048,547	\$ 433,823
Long-term assets	<u>19,135</u>	<u>13,668</u>	<u>(5,467)</u>
 Total assets	 <u>633,859</u>	 <u>1,062,215</u>	 <u>428,356</u>
LIABILITIES			
Current and other liabilities	1,576	38,621	37,045
Long-term liabilities	<u>8,641</u>	<u>10,363</u>	<u>1,722</u>
 Total liabilities	 <u>10,217</u>	 <u>48,984</u>	 <u>38,767</u>
NET POSITION			
Net investment in capital assets	19,135	13,668	(5,467)
Unrestricted	<u>604,507</u>	<u>999,563</u>	<u>395,056</u>
 Total net position	 <u>\$ 623,642</u>	 <u>\$ 1,013,231</u>	 <u>\$ 389,589</u>

The Commission's capital assets are disclosed in the notes to these financial statements. Unrestricted net position represents the remaining 100% of the total net position and may be used to meet the Commission's ongoing obligations to citizens and creditors.

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Commission, assets exceed liabilities by \$623,642 at the close of the most recent fiscal year. The most significant portion of the Commission's assets is the \$486,687 of cash invested in the County's investment pool.

Governmental Activities

The Commission's net position increased overall by \$389,589 during the 2022 fiscal year. This increase is due to slightly lower expenditures incurred compared to the amount of operating grants received during the year.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

**Commission's Change in Net Position
Year Ended June 30, 2022 and 2021**

	<u>2021</u>	<u>2022</u>	<u>Dollar Change</u>
PROGRAM REVENUES			
Local transportation funds	\$ 92,512	\$ 73,694	\$ (18,818)
Rural planning assistance	145,452	304,425	158,973
STIP planning (PPM)	224,057	559,398	335,341
Other Agencies	294,339	-	(294,339)
GENERAL REVENUES			
Unrestricted investment earnings	<u>1,775</u>	<u>37,260</u>	<u>35,485</u>
Total revenues	<u>758,135</u>	<u>974,777</u>	<u>216,642</u>
EXPENSES			
Planning and administration	<u>539,340</u>	<u>585,188</u>	<u>45,848</u>
Total expenses	<u>539,340</u>	<u>585,188</u>	<u>45,848</u>
Change in net position	<u>\$ 218,795</u>	<u>\$ 389,589</u>	<u>\$ 170,794</u>

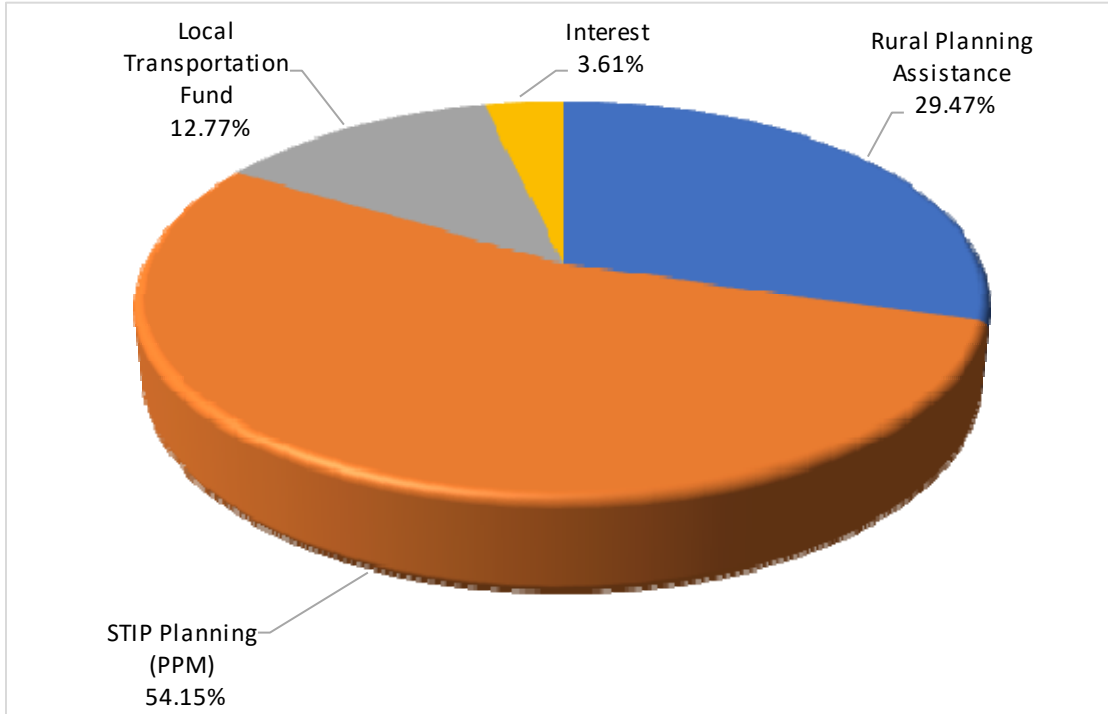
Financial Analysis of the Commission's Governmental Fund

As noted earlier, the Commission uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Fund: The focus of the Commission's governmental fund is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Commission's financing requirements. In particular, unrestricted fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

For the year-ended June 30, 2022, the Commission reported an ending fund balance of \$940,521, an increase of \$454,989 from the prior year. Total revenues were \$874,777 and total expenditures were \$585,188. The chart below depicts revenues by source for all governmental funds.



Fund Budgetary Highlight

Total revenues for the planning fund were higher than budgeted by \$291,799 and total expenditures were under budget by \$117,912.

Capital Assets and Debt Administration

Capital Assets

The Commission's investment in capital assets for its governmental activities as of June 30, 2022, is \$13,668 which is comprised of a purchased vehicle in fiscal year 2020. There is no outstanding debt associated with its acquisition of capital assets.

More detailed information about the Commission's capital assets is presented in Note 2 of the notes to the financial statements.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE YEAR ENDED JUNE 30, 2022**

Capital Assets and Debt Administration (Continued)

Debt Administration

The Commission did not have any long-term obligations as of June 30, 2022 except for compensated absences. More detailed information about the Commission's long-term debt is presented in Note 3 of the notes to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of the Commission's finances for all those interested. Questions concerning, any of the information provided in this report or requests for additional financial information should be addressed to Inyo County Local Transportation Commission, P.O. Drawer Q, Independence, CA 93526 or Inyo County Auditor-Controller, P.O. Drawer R, Independence, CA 93526.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
STATEMENT OF NET POSITION
JUNE 30, 2022**

	Governmental Activities
ASSETS	
Cash and investments	\$ 855,158
Interest receivable	111
Due from Other Agencies: (STIP) Planning PPM	193,278
Capital assets, net of accumulated depreciation	13,668
Total assets	1,062,215
LIABILITIES	
Accounts payable	28,807
Salaries Payable	9,814
Long-term liabilities: Compensated absences, due in more than one year	10,363
Total liabilities	48,984
NET POSITION	
Net investment in capital assets	13,668
Unrestricted	999,563
Total net position	\$ 1,013,231

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

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FUND FINANCIAL STATEMENTS

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
BALANCE SHEET – GOVERNMENTAL FUND
JUNE 30, 2022**

	<u>Planning Fund</u>
ASSETS	
Cash and investments	\$ 855,158
Interest receivable	111
Due from other agencies: (STIP) Planning PPM	<u>193,278</u>
Total assets	<u>\$ 1,048,547</u>
LIABILITIES	
Accounts payable	\$ 28,807
Salaries payable	<u>9,814</u>
Total liabilities	<u>38,621</u>
DEFERRED INFLOWS OF RESOURCES	
Unavailable revenue	<u>69,405</u>
FUND BALANCE	
Unassigned	<u>940,521</u>
Total fund balance	<u>940,521</u>
Total liabilities, deferred inflows of resources and fund balance	<u>\$ 1,048,547</u>

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUND
TO THE STATEMENT OF NET POSITION
JUNE 30, 2022**

Fund balances - total governmental funds:	\$	940,521
<p>Amounts reported for governmental activities in the statement of net position are different because:</p>		
Receivables not available to pay for current period expenditures are deferred in the governmental funds and recognized as revenue in the statement of activities.		69,405
Capital assets of \$27,336, net of accumulated depreciation of \$13,668, used in governmental activities are not financial resources and, therefore, are not reported in the fund.		13,668
Long-term liabilities applicable to the Commission's governmental activities are not due and payable in the current period, and accordingly, are not reported as fund liabilities. All liabilities, both current and long-term, are reported in the statement of net position as follows:		
Compensated absences		(10,363)
Net position of governmental activities	\$	1,013,231

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
GOVERNMENTAL FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	<u>Planning Fund</u>
REVENUES	
Local transportation funds	\$ 131,905
Rural planning assistance	304,425
STIP planning (PPM)	559,398
Interest	<u>37,260</u>
Total revenues	<u>1,032,988</u>
EXPENDITURES	
Planning and administration	<u>577,999</u>
Total expenditures	<u>577,999</u>
Change in fund balance	454,989
Fund balance - beginning	<u>485,532</u>
Fund balance - ending	<u><u>\$ 940,521</u></u>

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE TO THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2022**

Net change in fund balances - total governmental funds	\$	454,989
<p>Amounts reported for governmental activities in the statement of activities are different because:</p>		
<p>Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the governmental funds.</p>		(58,211)
<p>Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays exceeded depreciation expense in the current period.</p>		(5,467)
<p>Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.</p>		
Change in compensated absences		<u>(1,722)</u>
Change in net position of governmental activities	\$	<u>389,589</u>

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

INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUND
JUNE 30, 2022

	Private Purpose Trust Funds
ASSETS	
Current assets:	
Cash and investments	\$ 1,189,335
Due from other governments	170,318
Interest receivable	139
Total assets	1,359,792
LIABILITIES	
Accounts Payable	47,584
Total liabilities	47,584
NET POSITION	
Restricted for:	
Individuals and organizations	1,312,208
Total net position	\$ 1,312,208

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	<u>Private Purpose Trust Funds</u>
ADDITIONS	
Sales taxes	\$ 1,535,950
Interest income	<u>52,448</u>
Total additions	<u>1,588,398</u>
DEDUCTIONS	
Allocations:	
Planning and administration	(131,905)
Transit operations	<u>1,624,392</u>
Total deductions	<u>1,492,487</u>
Net increase (decrease) in fiduciary net position	95,911
Net position - beginning	<u>1,216,297</u>
Net position - ending	<u><u>\$ 1,312,208</u></u>

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

A. Reporting Entity

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

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

B. Basis of Presentation

Government-Wide Statements: The statement of net position and the statement of changes in net position report information on all of the governmental activities of the Commission. These statements distinguish between governmental and business-type activities of the Commission. Governmental activities, which are supported by taxes and intergovernmental revenues, are reported separately from business-type activities (formerly known as enterprise funds), which rely to an extent on charges and fees from the public for support. The Commission had no business-type activities to report for the year ended June 30, 2022.

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

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. Basis of Presentation (Continued)

The Commission reports the following major governmental fund:

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

The Commission did not have any nonmajor governmental funds for the year ended June 30, 2022.

The Commission reports the following fiduciary fund:

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

C. Basis of Accounting

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

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

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

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Cash in County Treasury

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

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

Required risk disclosures for the Commission's investment in the Inyo County Investment Pool at June 30, 2022 were as follows:

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

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

E. Due from Other Agencies

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

F. Capital Assets

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

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

Equipment and Furniture	5 years
Computer Software	3 years

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

G. Insurance and Risk of Loss

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

H. Compensated Absences

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

I. Use of Estimates

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

J. Net Position

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

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

Restricted Net Position – This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation. At June 30, 2022, the Commission did not have any restricted net position.

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

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

K. Fund Balances

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

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

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

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

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

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

The Commission's Board establishes, modifies or rescinds fund balance commitments by passage of a resolution. When restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first, followed by unrestricted committed, assigned and unassigned resources as they are needed.

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 2 – CAPITAL ASSETS

The following is a summary of capital assets for the year end June 30, 2022:

	Beginning Balance	Additions	Deletions	Ending Balance
Capital assets being depreciated:				
Machinery and equipment	\$ 27,336	\$ -	\$ -	\$ 27,336
Total capital assets being depreciated	<u>27,336</u>	<u>-</u>	<u>-</u>	<u>27,336</u>
Less accumulated depreciation for:				
Machinery and equipment	(8,201)	(5,467)	-	(13,668)
Total accumulated depreciation	<u>(8,201)</u>	<u>(5,467)</u>	<u>-</u>	<u>(13,668)</u>
Total capital assets being depreciated, net	<u>19,135</u>	<u>(5,467)</u>	<u>-</u>	<u>13,668</u>
Total capital assets, net	<u>\$ 19,135</u>	<u>\$ (5,467)</u>	<u>\$ -</u>	<u>\$ 13,668</u>

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

NOTE 3 – LONG-TERM LIABILITIES

The following is a summary of long-term liability transactions for the year end June 30, 2022:

	Balance July 1, 2021	Additions	Retirements	Balance June 30, 2022	Amount Due Within One Year
Governmental activities:					
Compensated absences	\$ 8,641	\$ 10,165	\$ (8,443)	\$ 10,363	\$ -

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 4 – RELATED PARTY TRANSACTIONS

The County of Inyo personnel provide management, planning and administration services. The County also provides engineering and planning services. During the fiscal year ended June 30, 2022, the Commission had the following expenditures associated with the County of Inyo, a related party, for the following amounts:

Payroll costs	\$ 242,818
Copier charges	344
County cost plan	27,494
IS charges	6,997
Insurance (worker's comp and liability)	5,971
Building and maintenance	398
Road	53,394
Public works services	<u>292</u>
 Total related party transactions	 \$ <u>337,708</u>

NOTE 5 – PTMISEA

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

During the fiscal year ended June 30, 2022, the commission did not receive any additional funding from the state's PTMISEA account. As of June 30, 2022, PTMISEA funds received and expended were verified in the course of our audit as follows:

Balance at beginning of fiscal year	\$ 92,472
Proceeds received:	
Interest received	4,268
Expended:	
Other adjustments	<u>-</u>
 Unexpended proceeds - June 30, 2021	 \$ <u>96,740</u>

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

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTES TO THE BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2022**

NOTE 6 – COMMITMENT

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

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REQUIRED SUPPLEMENTARY INFORMATION

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
BUDGETARY COMPARISON SCHEDULE – PLANNING FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
REVENUES				
Allocations from LTF	\$ 86,973	\$ 125,105	\$ 131,905	\$ 6,800
Rural planning assistance	230,000	285,259	304,425	19,166
STIP planning (PPM)	222,525	257,525	559,398	301,873
State Parks Grant (NEPA)	72,000	72,000	-	(72,000)
Interest	<u>1,300</u>	<u>1,300</u>	<u>37,260</u>	<u>35,960</u>
 Total revenues	 <u>612,798</u>	 <u>741,189</u>	 <u>1,032,988</u>	 <u>291,799</u>
EXPENDITURES				
Planning and administration	<u>552,994</u>	<u>695,911</u>	<u>577,999</u>	<u>117,912</u>
 Total expenditures	 <u>552,994</u>	 <u>695,911</u>	 <u>577,999</u>	 <u>117,912</u>
 Change in fund balance	 <u>\$ 59,804</u>	 <u>\$ 45,278</u>	 454,989	 <u>\$ 409,711</u>
 Fund balance - beginning			 <u>485,532</u>	
 Fund balance - ending			 <u>\$ 940,521</u>	

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
NOTE TO THE REQUIRED SUPPLEMENTARY INFORMATION
JUNE 30, 2022**

NOTE 1 – BUDGETARY ACCOUNTING

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

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

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

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SUPPLEMENTARY INFORMATION

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
COMBINING STATEMENT OF FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
JUNE 30, 2022
(WITH COMPARATIVE TOTALS AS OF JUNE 30, 2021)**

	Local Transportation Fund	State Transit Assistance	TEA Exchange Fund	PTMISEA Fund	Transport Security Grant
ASSETS					
Cash and Investments	\$ 683,990	\$ 211,693	\$ 18,271	\$ 96,728	\$ 1
Due from other governments	118,130	47,584	-	-	-
Interest receivable	<u>83</u>	<u>21</u>	<u>2</u>	<u>12</u>	<u>-</u>
Total assets	<u>802,203</u>	<u>259,298</u>	<u>18,273</u>	<u>96,740</u>	<u>1</u>
LIABILITIES					
Accounts payable	<u>-</u>	<u>47,584</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total liabilities	<u>-</u>	<u>47,584</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET POSITION					
Restricted for:					
Individuals and organizations	<u>802,203</u>	<u>211,714</u>	<u>18,273</u>	<u>96,740</u>	<u>1</u>
Total net position	<u>\$ 802,203</u>	<u>\$ 211,714</u>	<u>\$ 18,273</u>	<u>\$ 96,740</u>	<u>\$ 1</u>

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
COMBINING STATEMENT OF FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
JUNE 30, 2022
(WITH COMPARATIVE TOTALS AS OF JUNE 30, 2021)
(Continued)**

	LTF Bike & Pedestrian	Low Carbon Transit	SB1 State of Good Repairs	Totals	
				2022	2021
ASSETS					
Cash and Investments	\$ 168,154	\$ 137	\$ 10,361	\$ 1,189,335	\$ 1,061,521
Due from other governments	-	-	4,604	170,318	153,103
Interest receivable	20	-	1	139	1,673
Total assets	<u>168,174</u>	<u>137</u>	<u>14,966</u>	<u>1,359,792</u>	<u>1,216,297</u>
LIABILITIES					
Accounts payable	-	-	-	47,584	-
Total liabilities	<u>-</u>	<u>-</u>	<u>-</u>	<u>47,584</u>	<u>-</u>
NET POSITION					
Restricted for:					
Individuals and organizations	<u>168,174</u>	<u>137</u>	<u>14,966</u>	<u>1,312,208</u>	<u>1,216,297</u>
Total net position	<u>\$ 168,174</u>	<u>\$ 137</u>	<u>\$ 14,966</u>	<u>\$ 1,312,208</u>	<u>\$ 1,216,297</u>

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2022
(WITH COMPARATIVE TOTALS AS OF JUNE 30, 2021)**

	Local Transportation Fund	State Transit Assistance	TEA Exchange Funds	PTMISEA Fund	Transport Security Grant
ADDITIONS					
Sales taxes	\$ 1,314,189	\$ 167,508	\$ -	\$ -	\$ -
Interest income	<u>30,316</u>	<u>9,222</u>	<u>806</u>	<u>4,268</u>	<u>-</u>
Total additions	<u>1,344,505</u>	<u>176,730</u>	<u>806</u>	<u>4,268</u>	<u>-</u>
DEDUCTIONS					
Allocations:					
Planning and administration	(131,905)	-	-	-	-
Transit operations	<u>1,437,805</u>	<u>167,508</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total deductions	<u>1,305,900</u>	<u>167,508</u>	<u>-</u>	<u>-</u>	<u>-</u>
Net increase (decrease) in fiduciary net position	38,605	9,222	806	4,268	-
Net Position - beginning, restated	<u>763,598</u>	<u>202,492</u>	<u>17,467</u>	<u>92,472</u>	<u>1</u>
Net position - ending	<u>\$ 802,203</u>	<u>\$ 211,714</u>	<u>\$ 18,273</u>	<u>\$ 96,740</u>	<u>\$ 1</u>

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2022
(WITH COMPARATIVE TOTALS AS OF JUNE 30, 2021)
(Continued)**

	LTF Bike & Pedestrian	Low Carbon Transit	SB1 State of Good Repairs	Totals	
				2022	2021
ADDITIONS					
Sales taxes	\$ 22,383	\$ -	\$ 31,870	\$ 1,535,950	\$ 1,152,966
Interest income	7,379	7	450	52,448	7,388
Total additions	<u>29,762</u>	<u>7</u>	<u>32,320</u>	<u>1,588,398</u>	<u>1,160,354</u>
DEDUCTIONS					
Allocations:					
Planning and administration	-	-	-	(131,905)	69,580
Transit operations	-	-	19,079	1,624,392	816,209
Total deductions	<u>-</u>	<u>-</u>	<u>19,079</u>	<u>1,492,487</u>	<u>885,789</u>
Net increase (decrease) in fiduciary net position	29,762	7	13,241	95,911	274,565
Net Position - beginning, restated	<u>138,412</u>	<u>130</u>	<u>1,725</u>	<u>1,216,297</u>	<u>941,732</u>
Net position - ending	<u>\$ 168,174</u>	<u>\$ 137</u>	<u>\$ 14,966</u>	<u>\$ 1,312,208</u>	<u>\$ 1,216,297</u>

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
BUDGET AND ACTUAL BY FUNDING SOURCE – PLANNING FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	Actual				Variance with Final Budget
	Final Budget	Federal and State Funds	Local Transportation Funds	Total	
REVENUES					
Allocations from LTF	\$ 125,105	\$ -	\$ 131,905	\$ 131,905	\$ 6,800
State and federal grants:					
STBG-RSTP Exchange	194,525	123,873	-	123,873	(70,652)
Rural Planning Assistance	285,259	304,425	-	304,425	19,166
STIP planning (PPM)	135,000	435,525	-	435,525	300,525
Interest income	1,300	37,260	-	37,260	35,960
Total revenues	<u>741,189</u>	<u>901,083</u>	<u>131,905</u>	<u>1,032,988</u>	<u>291,799</u>
EXPENDITURES					
100.1 Compliance and Oversight	90,000	90,000	-	90,000	-
110.1 Overall Work Program	20,000	15,692	-	15,692	4,308
200.1 Regional Transportation Improvement	10,000	7,398	-	7,398	2,602
300.1 Administer Transit	76,973	-	63,442	63,442	13,531
310.1 Coordinate Transit Services	10,000	-	5,968	5,968	4,032
400.1 Local Project Development and Monitoring	72,634	42,616	-	42,616	30,018
500.1 Coordination and Regional Planning	52,634	29,388	-	29,388	23,246
600.1 PMS/GIS	40,000	40,000	-	40,000	-
700.1 Planning, Programming and Monitoring	100,000	86,713	-	86,713	13,287
Unassigned Expenditures	223,670	196,782	-	196,782	26,888
Total expenditures	<u>695,911</u>	<u>508,589</u>	<u>69,410</u>	<u>577,999</u>	<u>117,912</u>
Change in fund balance	<u>\$ 45,278</u>	<u>\$ 392,494</u>	<u>\$ 62,495</u>	454,989	<u>\$ 409,711</u>
Fund balance - beginning				<u>485,532</u>	
Fund balance - ending				<u>\$ 940,521</u>	

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS AND EXPENDITURES
LOCAL TRANSPORTATION FUND
FOR THE YEAR ENDED JUNE 30, 2022**

	<u>PUC</u>	<u>Allocations Outstanding June 30, 2021</u>	<u>Allocated</u>	<u>Expended</u>	<u>Allocations Outstanding June 30, 2022</u>
ALLOCATIONS					
Inyo County Local Transportation Commission	99233.1	\$ 19,081	\$ 131,905	\$ (131,905)	\$ 19,081
Inyo County / City of Bishop - Bike & Pedestrian	99233.3	83,094	22,383	(22,383)	83,094
Eastern Sierra Transit Authority	99260(a)	-	1,096,774	(1,096,774)	-
City of Bishop	99400(c)	1,599	-	-	1,599
Eastern Sierra Area Agency on Aging	99400(c)	<u>30,361</u>	<u>54,838</u>	<u>(54,838)</u>	<u>30,361</u>
 Total allocations		 <u>\$ 134,135</u>	 <u>\$ 1,305,900</u>	 <u>(1,305,900)</u>	 <u>\$ 134,135</u>
 Transfer to LTF Bike & Pedestrian Fund				 <u>-</u>	
 Total LTF deductions				 <u>\$ (1,305,900)</u>	

**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION
SCHEDULE OF ALLOCATIONS AND EXPENDITURES
STATE TRANSIT ASSISTANCE FUND
YEAR ENDED JUNE 30, 2022**

	<u>PUC</u>	<u>Allocations Outstanding June 30, 2021</u>	<u>Allocated</u>	<u>Expended</u>	<u>Allocations Outstanding June 30, 2022</u>
ALLOCATIONS					
Eastern Sierra Transit Authority	6731 (b)	\$ 102,995	\$ 167,508	\$ (167,508)	\$ 102,995
Total allocations		<u>\$ 102,995</u>	<u>\$ 167,508</u>	<u>\$ (167,508)</u>	<u>\$ 102,995</u>

OTHER AUDITOR'S REPORT

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

Board of Commissioners
Inyo County Local Transportation Commission
Independence, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of Inyo County Local Transportation Commission (the Commission), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated March 19, 2024.

Report on Internal Control over Financial Reporting

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

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

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

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

tel 559.299.9540
fax 559.299.2344

Report on Compliance and Other Matters

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

Purpose of This Report

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

Price Pange & Company

Clovis, California
March 19, 2024



March 19, 2024

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

We have audited the financial statements of the governmental activities, the Planning Fund, and the aggregate remaining fund information of the Inyo County Local Transportation Commission (the Commission) for the year ended June 30, 2022. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards (and, if applicable, *Government Auditing Standards* and the Uniform Guidance), as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated January 5, 2023. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2022. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no sensitive estimates affecting the Commission's financial statements:

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

Difficulties Encountered in Performing the Audit

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

Corrected and Uncorrected Misstatements

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

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Clovis, CA 93611

tel 559.299.9540

fax 559.299.2344

Disagreements with Management

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

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 19, 2024.

Management Consultations with Other Independent Accountants

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

Other Audit Findings or Issues

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

Other Matters

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

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

Restriction on Use

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

Very truly yours,

Price Pange & Company

Client: INYO, COUNTY OF - LOCAL TRANSPORTATION COMMISSION
Engagement: 6-30-2022 LTC Audit
Current Period: 06/30/2022
Workpaper: Attachment: Corrected Audit Adjustments

Account	Description	Workpaper Reference	Debit	Credit	Net Income Effect	Workpaper ID
		O202				
		(AJE01)				
AJE 01						
To accrue STA Q4 Revenue/Receivable originally not posted						
5432-03-504604-1105	DUE FR OTHER GOV		47,584.00	0.00		
5432-03-504604-4061	LOCAL TRANS TAX		0.00	47,584.00		
Total			<u>47,584.00</u>	<u>47,584.00</u>	<u>47,584.00</u>	
		O203 (2)				
AJE 02						
To book related exp contribution associated with Q4 STA revenue previously not recorded						
5432-03-504604-5539	OTHER AGENCIES		47,584.00	0.00		
5432-03-504605-2000	ACCTS PYBL		0.00	47,584.00		
Total			<u>47,584.00</u>	<u>47,584.00</u>	<u>(47,584.00)</u>	

Informational Item No. 6

FY24-25 LTF Estimate



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

February 28, 2024

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

Phil,

This is the Auditor's estimate of Transportation Development Act (TDA) funds available in the upcoming Fiscal Year 2024-2025. Please use this letter to formulate your upcoming allocation request. The Auditor's estimate is based on the average amount of funds received FY 13-14 through FY 22-23. The table below summarizes the amount of Local Transportation Funds (LTF) received by the LTC and how those funds have been allocated Since 2009-10.

History

Fiscal Year	Over / Under	Amount Received from State	ESTA Operating Expense ¹	ESAAA Operating Expenses	Bicycle and Pedestrian	Admin. & Audits	Total Allocations
09-10	-65,502	\$745,137	\$718,567	\$40,532	\$16,328	\$35,212	\$810,639
10-11	+10,094	\$808,953	\$716,689	\$37,762	\$15,413	\$28,212	\$798,859
11-12	+76,257	\$832,507	\$677,803	\$35,674	\$14,561	\$28,212	\$756,250
12-13	+70,846	\$868,134	\$705,770	\$37,145	\$15,161	\$39,212	\$797,288
13-14	-85,170	\$763,558	\$753,660	\$39,666	\$16,190	\$39,212	\$848,728
14-15	-4,446	\$850,948	\$770,108	\$40,531	\$16,543	\$28,212	\$855,394
15-16	+60,722	\$881,963	\$720,622	\$37,927	\$15,480	\$47,212	\$821,241
16-17	-2,658	\$846,572	\$748, 582	\$39,399	\$16,060	\$46,189	\$849,230
17-18	+103,290	\$943,519	\$743,855	\$39,150	\$15,979	\$41,245	\$840,229
18-19	+84,962	\$988,844	\$782,785	\$41,199	\$16,816	\$63,078	\$903,882
19-20	+111,738	\$958,545	\$746,836	\$39,307	\$16,043	\$44,621	\$846,807
20-21	+291,013	\$986,804	\$576,866	\$30,361	\$12,392	\$76,171	\$695,791
21-22	+444,452	\$1,314,191	\$760,447	\$0	\$15,519	\$93,773	\$869,739
21-22	30%	Reserve Dist.	\$336,327	\$0	\$6,864	\$38,132	\$381,323
22-23	+289,809	\$1,181,949	\$741,005	\$0	\$15,123	\$136,012	\$892,140
22-23	30%	Reserve Dist.	\$342,458	\$0	\$6,989	\$38,827	\$388,274
23-24	Estimate	\$940,308	\$822,689	\$0	\$16,790	\$100,829	\$940,308
24-25	Estimate	\$971,690	\$850,169	\$0	\$17,350	\$104,171	\$971,690

Per the LTC Organization and Procedures Manual:

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

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

The total estimate for FY 24-25 is \$971,690 in TDA revenues. An estimated amount of remaining funds totaling \$850,168 is available to ESTA. To keep the allocation to ESTA consistent and assuming adequate funds are available in the TDA reserve balance, LTC staff chooses to distribute LTF funds evenly over the course of the year. The LTC allocates funds based on the priorities set forth in its Organization and Procedures Manual and the Transportation Development Act.

TDA Audit Requirement

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

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

Attachments:

TDA Claim forms

FY24-25 STA Efficiency Calculation Worksheet.xls

FY24-25 LTF Auditor Estimate 10-Year average

Informational Item No. 7

FY23-24 Q1-2 OWP reports/RPA
invoices



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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

Michael Errante
Executive Director

S T A F F R E P O R T

MEETING: May 15, 2024

PREPARED BY: Justine Kokx, Transportation Planner

SUBJECT: Quarter 1-2 Fiscal Year 2023/2024 Invoices to Caltrans for Rural Planning Assistance (RPA) funds

STAFF RECOMMENDATION:

Staff recommends your Commission to receive this staff report for informational purposes. No action is required.

OVERVIEW:

The Inyo County Local Transportation Commission staff has invoiced the State for reimbursement of Rural Planning Assistance (RPA) funds totaling \$130,692 for the 1st & 2nd quarters of FY 2023-2024. These invoices are for work completed in accordance with the FY 2023-2024 Overall Work Program.

BACKGROUND:

There are three main types of funds included to cover Inyo County LTC expenses in implementing the OWP. These are 1) RPA funds; 2) Planning, Programming, and Monitoring funds (PPM) funds; and Local Transportation Funds (LTF) that are primarily related to transit.

RPA are state transportation planning funding included in a State Budget line item, allocated by Caltrans per population formula to rural RTPAs. It is provided on a reimbursement basis, after costs are incurred and paid for using local funds. This is the primary source of funding for the Inyo County LTC. The Caltrans Office of Regional and Interagency Planning (ORIP) administers RPA funds. The LTC receives an annual Financial Audit and a performance audit every three years as a condition for receiving these funds.

PPM funds are part of the State Transportation Improvement Program (STIP) and are not to exceed 5% of the total funds programmed in the STIP by the Inyo County LTC. PPM funds are used for planning and project development and serve as a supplement to the RPA funds.

LTF funds are derived from a ¼% of the sales tax received countywide. These funds are a primary source of funding for the Eastern Sierra Transit Authority. A portion of these funds are also used to

administer the Transportation Development Act and also are set aside for bicycle and pedestrian projects.

Each fund type has specific guidelines as to the type of work that can be performed. The Overall Work Program sets forth which tasks are eligible for which type of funding. Many tasks can be completed with either RPA or PPM funds. In general, the first priority is to expend RPA funds because only 25% of the funds can carry over into the next year. PPM funds can be carried over for three years and thus give the LTC more flexibility in expending these funds.

SUMMARY DISCUSSION:

RPA

For the first quarter in FY23-24, \$59,775 or 26% of the FY23-24 RPA funds were expended. In Quarter 2, \$70,917 or a total of 51% of the RPA funds were expended. This includes the carryover of \$25,509 from FY22-23, as accepted by Caltrans. The full allocation is \$255,509.

PPM

In addition, the LTC expended \$17,590 or 11% of PPM funds in Quarter 1. For Quarter 2, the LTC expended \$9,597 or a total of 17%. The PPM funds carry over for three years. In FY23-24 the LTC is expending against the FY22-23 & FY23-24 allocations of \$157,000 each.

Local Transportation Funds (LTF)

These funds are allocated to the LTC based on ¼% of the Countywide sales tax. The first quarter invoice is \$20,405 or 22% of the FY23-24 LTF Funds allocated of \$94,004. During the second quarter, the LTC expended \$15,778 or a total of 38% of the allocated funds.

Moving Forward

The LTC is on track towards fully expending its RPA allocation of \$230,000 this fiscal year. The LTC prioritizes spending down the more restrictive RPA monies first, followed by PPM. PPM expenses are also on track to maximize the FY22-23 & 23-24 allocations.

Attachments:

- Q1-Q2 Invoice narrative summaries & RFR's to Caltrans

LTF Allocations

	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>FY 21-22</u>	<u>FY 22-23</u>	<u>FY 23-24</u>	ROLLING 10 Year Average % of total	Cum %	
July	\$ 40,822.97	\$ 72,644.62	\$ 114,471.86	\$ 72,017.29	\$ 124,331.64	\$ 69,438.80	\$ 62,236.49	\$ 53,080.64	\$ 111,383.09	\$ 103,606.20	<i>\$82,403</i>	\$82,403	8.48%	8.48%
August	\$ 65,300.00	\$ 70,700.00	\$ 66,100.00	\$ 63,300.00	\$ 62,500.00	\$ 127,709.39	\$ 87,397.57	\$ 83,098.16	\$ 90,745.97	\$ 89,913.31	<i>\$80,676</i>	\$80,676	8.30%	16.78%
September	\$ 87,000.00	\$ 94,200.00	\$ 88,200.00	\$ 84,400.00	\$ 83,400.00	\$ 75,170.91	\$120,639.74	\$134,955.63	\$129,329.65	\$105,472.18	<i>\$100,277</i>	\$100,277	10.32%	27.10%
October	\$ 90,000.02	\$ 49,256.68	\$ 62,331.00	\$ 64,846.08	\$ 82,516.40	\$ 74,815.02	\$80,129.42	\$48,040.77	\$182,934.42	\$101,242.05	<i>\$83,611</i>	\$83,611	8.60%	35.71%
November	\$ 59,500.00	\$ 52,100.00	\$ 57,100.00	\$ 52,100.00	\$ 55,500.00	\$ 97,580.60	\$67,180.87	\$69,831.89	\$99,621.00	\$101,571.48	<i>\$71,209</i>	\$71,209	7.33%	43.04%
December	\$ 79,300.00	\$ 69,400.00	\$ 76,100.00	\$ 69,500.00	\$ 74,000.00	\$ 63,642.65	\$94,490.98	\$86,866.98	\$89,197.95	\$90,344.57	<i>\$79,284</i>	\$79,284	8.16%	51.20%
January	\$ 37,296.58	\$ 74,560.62	\$ 71,348.17	\$ 109,854.48	\$ 99,791.38	\$ 72,399.41	\$89,415.00	\$70,833.34	\$116,983.30	\$113,670.44	<i>\$85,615</i>	\$85,615	8.81%	60.01%
February	\$ 51,800.00	\$ 47,500.00	\$ 67,400.00	\$ 51,600.00	\$ 52,400.00	\$ 97,302.98	\$63,986.80	\$65,093.33	\$79,293.64	\$79,352.78	<i>\$65,573</i>	\$65,573	6.75%	66.75%
March	\$ 69,000.00	\$ 63,300.00	\$ 89,800.00	\$ 68,800.00	\$ 85,378.04	\$ 45,227.04	\$64,801.66	\$87,133.78	\$86,216.73	\$84,708.89	<i>\$74,437</i>	\$74,437	7.66%	74.42%
April	\$ 54,039.06	\$ 135,086.93	\$ 44,212.74	\$ 88,154.98	\$ 73,660.34	\$ 82,495.16	\$61,884.73	\$88,094.11	\$120,805.32	\$106,511.56	<i>\$85,494</i>	\$85,494	8.80%	83.21%
May	\$ 55,500.00	\$ 52,400.00	\$ 62,100.00	\$ 52,300.00	\$ 81,401.11	\$ 100,567.53	\$57,156.92	\$79,473.03	\$118,129.60	\$123,279.58	<i>\$78,231</i>	\$78,231	8.05%	91.26%
June	\$ 74,000.00	\$ 69,800.00	\$ 82,800.00	\$ 69,700.00	\$ 68,640.72	\$ 82,495.16	\$109,225.38	\$120,302.30	\$89,550.51	\$82,276.12	<i>\$84,879</i>	\$84,879	8.74%	100.00%
Total	\$ 763,558.63	\$ 850,948.85	\$ 881,963.77	\$ 846,572.83	\$ 943,519.63	\$ 988,844.65	\$ 958,545.56	\$ 986,803.96	\$ 1,314,191.18	\$ 1,181,949.16	\$971,690	\$971,690	100.00%	

Estimates

Inyo Local Transportation Commission
QUARTER 1 OF THE 2023-2024 OVERALL WORK PLAN (OWP)

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the ICLTC website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>). During the 1st quarter of FY23-24, Inyo LTC held three regular Commission meetings in July, August & September. The meetings were conducted in person with a Zoom/virtual option.

110.1 Overall Work Program (OWP):

The FY23-24 was approved by the LTC in June. Staff updated the current year's tracking spreadsheet to reflect the approved work elements, and budgeted amounts.

200.1 Regional Transportation Improvement Program (RTIP):

Held a workshop in anticipation of the up-coming 2024 STIP and RTIP cycle during the September ICLTC meeting. Initiated discussions between Inyo and Kern staff to request Kern Cog begin to make Inyo whole per the Tri-County MOU. Attended RTIP guidelines workshops conducted by the CTC. Attended the Kern Cog RTIP public workshops.

300.1 Administer Transit:

Administered and allocated Local Transportation Funds and State Transit Assistance. 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), a Transportation Development Act (TDA) claimant. July-August monthly LTF, and quarterly STA and SGR distributions were made according to current year Resolutions.

310.1 Coordinate Transit Services:

Focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting and coordination with the County and ESTA on the Transit Security Grant program, LTF funding, PTMISEA transit grant, LCTOP and SGR program.

400.1 Project Development and Monitoring:

We continually monitor and assist with preliminary development of local projects. Staff have been discussing potential for future grant submittals. LTC staff and Assistant Public Works Director participated in ongoing meetings with LSC to update to the 2015 Active Transportation Plan and RTP. Continued implementation of the Clean California grant program along Lone Pine Main Street. Staff learned of a successful grant application for the

Sustainable Transportation Planning Grant (STPG). Prepared resolution and board agendas to the LTC and the Board of Supervisors to accept the STPG. Staff engaged with the Big Pine Paiute Tribe as a part of their ongoing ATP project planning. Staff attended Cycle 7 ATP guidelines workshops.

500.1 Coordination and Regional Planning:

Staff attended Rural Counties Task Force (RCTF) and RTPA meetings. Staff attended Mono County LTC meetings and routinely corresponded with Mono County to share strategies for programming and planning and to discuss the continued partnership of the Tri-County MOU. Inyo County staff held one on one conversations with the California Transportation Commission and Kern County regarding strategies to reimburse Inyo County. Held monthly collaboration meetings with Caltrans District 9 Planning staff prior to regular LTC meetings. Continued monitoring the implementation of AB628, the OHV shared use pilot program.

510.1 Regional Transportation Plan:

LSC has been actively working on the RTP, including public outreach. Held public workshop during the August LTC meeting to gather input from Commissioners and from members of the public. Held follow up meetings with LSC to update and fine tune the lists of current and future road system needs.

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

Staff continued development of our in-house pavement management system and surveyed existing roads.

700.1 Planning Programming and Monitoring

Most of these tasks are the same as those in Work Elements 200.1, 400.1, 500.1 and 600.1. PPM just represents a second available source of funding. Work in Quarter 1 included the preparation of multiple Board of Supervisor agenda requests. Attended grant workshops to improve awareness of potential future funding opportunities, including the ATP Cycle 7 grant program. Staff have been working to update the aging 2015 Active Transportation Plan, as well as identifying potential viable projects for the next ATP cycle.

The Quarter 1 OWP Invoice Summary is provided below:

	Total Q1	% exp To Date
RPA	\$ 59,775.27	26%
LTF	\$ 20,404.80	22%
PPM	\$ 17,590.36	11%
Total	\$ 97,770.42	

Inyo County Local Transportation Commission							
2023-2024 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	39.10%	06/30/24	\$90,000	\$35,185.57	\$35,185.57	\$54,814.43
110.1	Overall Work Program	6.37%	06/30/24	\$15,000	\$955.79	\$955.79	\$14,044.21
200.1	RTIP	24.25%	12/31/23	\$10,000	\$2,424.98	\$2,424.98	\$7,575.02
400.1	Local Project Development	80.93%	06/30/24	\$11,000	\$8,902.51	\$8,902.51	\$2,097.49
400.2	Grant Development	0.00%	06/30/24	\$12,000	\$0.00	\$0.00	\$12,000.00
400.3	STPG	0.00%	06/30/26	\$0	\$0.00	\$0.00	\$0.00
400.4	Trans. Funding	0.00%	06/30/24	\$2,000	\$0.00	\$0.00	\$2,000.00
500.1	Coord. and Reg. Planning	8.08%	06/30/24	\$25,000	\$2,020.62	\$2,020.62	\$22,979.38
510.1	Regional Transportation Plan	22.86%	12/31/23	\$45,000	\$10,285.80	\$10,285.80	\$34,714.20
600.1	PMS/GIS	0.00%	06/30/24	\$20,000	\$0.00	\$0.00	\$20,000.00
TOTALS				\$230,000	\$59,775.27	\$59,775.27	\$170,224.73

Inyo County Local Transportation Commission											
2023-2024 Overall Work Program-RPA/LTF/PPM											
1st Quarter Report											
Work Element	Work Element Title	% Expended Quarter 1	Schedule Completed	RPA	PPM	LTF Transit	LTF Transit	Total Expended 1st Quarter	Total Expended to Date	Balance	
100.1	Compliance	39%	06/30/24	\$90,000				\$35,185.57	\$35,185.57	\$54,814.43	
110.1	Overall Work	6%	06/30/24	\$15,000				\$955.79	\$955.79	\$14,044.21	
200.1	RTIP	24%	12/31/23	\$10,000				\$2,424.98	\$2,424.98	\$7,575.02	
300.1	Administer	23%	06/30/24	\$84,004		\$84,004		\$19,435.77	\$19,435.77	\$64,568.23	
310.1	Coordinate	10%	06/30/24	\$10,000			\$10,000	\$969.03	\$969.03	\$9,030.97	
400.1	Local Project	81%	06/30/24	\$11,000				\$8,902.51	\$8,902.51	\$2,097.49	
400.2	Grant	0%	06/30/24	\$12,000				\$0.00	\$0.00	\$12,000.00	
400.3	STPG	#DIV/0!	06/30/26	\$0				\$0.00	\$0.00	\$0.00	
400.4	Trans. Funding	0%	06/30/24	\$2,000				\$0.00	\$0.00	\$2,000.00	
500.1	Coord. and Reg. Planning	8%	06/30/24	\$25,000.00				\$2,020.62	\$2,020.62	\$22,979.38	
510.1	RTP	23%	12/31/23	\$45,000.00				\$10,285.80	\$10,285.80	\$34,714.20	
600.1	PMS/GIS	0%	06/30/24	\$20,000				\$0.00	\$0.00	\$20,000.00	
700.1	PPM	11%	06/30/24	\$157,000	\$157,000			\$17,590.36	\$17,590.36	\$139,409.64	
TOTALS				\$481,004	\$157,000	\$84,004.00	\$10,000.00	\$97,770.42	\$97,770.42	\$383,233.58	
			RPA Budget		\$481,004	expended =	59,775.27		remaining =	170,224.73	
			PPM Budget		\$157,000	expended =	17,590.36		remaining =	139,409.64	
			Transit Budget		\$94,004	expended =	20,404.80		remaining =	73,599.20	

Inyo Local Transportation Commission
QUARTER 2 OF THE 2023-2024 OVERALL WORK PLAN (OWP)

Work Element

100.1 Compliance and Oversight:

The principal activity conducted in this work element is the documentation of planning-related activities, and the support and maintenance of services required to implement the transportation planning programs and processes. This includes, preparing agendas, attend monthly meetings, completing minutes and updating the ICLTC website (<https://www.inyocounty.us/services/public-works/inyo-county-local-transportation-commission>). During the 2nd quarter of FY23-24, Inyo LTC held two regular Commission meetings in October and November. The meetings were conducted in person with a Zoom/virtual option.

110.1 Overall Work Program (OWP):

The FY23-24 OWP was approved by the LTC in June. Staff prepared Amendment No. 1 to the OWP to incorporate the Sustainable Transportation Planning Grant for the Electric Vehicle Infrastructure and Charging Network Plan. It also incorporated the FY2022-2023 RPA Carryover.

200.1 Regional Transportation Improvement Program (RTIP):

Held a 2nd workshop in anticipation of the up-coming 2024 STIP and RTIP cycle during the November ICLTC meeting. Continued discussions between Inyo and Kern staff to request Kern Cog begin to make Inyo whole per the Tri-County MOU. Attended RTIP guidelines workshops conducted by the CTC. Attended the Kern Cog RTIP public workshops.

300.1 Administer Transit:

Administered and allocated Local Transportation Funds and State Transit Assistance. 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), a Transportation Development Act (TDA) claimant. September through November monthly LTF, and quarterly STA and SGR distributions were made according to current year Resolutions. Staff worked with ESTA to prepare and submit its TIRCP application package for zero emissions and ridership enhancement projects.

310.1 Coordinate Transit Services:

Focused on optimizing the delivery of transportation services by reviewing opportunities to enhance overall transit performance within funding constraints and mindful of public need. Continuous reporting and coordination with the County and ESTA on the Transit Security Grant program, LTF funding, PTMISEA transit grant, LCTOP and SGR program.

400.1 Project Development and Monitoring:

We continually monitor and assist with preliminary development of local projects. Staff have been discussing potential for future grant submittals. LTC staff and Assistant Public Works Director participated in ongoing meetings with LSC to update to the 2015 Active Transportation Plan and RTP. Continued implementation of the Clean California grant program along Lone Pine Main Street. Staff began initial discussions with Caltrans to kick off the successful grant for the Sustainable Transportation Planning Grant (STPG). Began preliminary work to develop the RFP for a consultant to develop the plan. Staff attended Cycle 7 ATP guidelines workshops. Staff reached out to the Bishop Paiute Tribe to attempt to collaborate on a Cycle 7 ATP project.

500.1 Coordination and Regional Planning:

Staff attended Rural Counties Task Force (RCTF) and RTPA meetings. Staff attended Mono County LTC meetings and routinely corresponded with Mono County to share strategies for programming and planning and to discuss the continued partnership of the Tri-County MOU. Inyo County staff held one on one conversations with the California Transportation Commission and Kern County regarding strategies to reimburse Inyo County. Held monthly collaboration meetings with Caltrans District 9 Planning staff prior to regular LTC meetings. Continued monitoring the implementation of SB 402, the OHV shared use pilot program. Prepared and presented the Draft the Legislative Report to the Board of Supervisors. The Final report was submitted to the legislature in December.

510.1 Regional Transportation Plan:

LSC has been actively working on the RTP, including public outreach. Held public workshops during the October & November LTC meetings to gather input from Commissioners and from members of the public. Held follow up meetings with LSC to update and fine tune the lists of current and future road system needs. The Final 2023 RTP was adopted on November 29, 2023.

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

Staff continued development of our in-house pavement management system and surveyed existing roads.

700.1 Planning Programming and Monitoring

Most of these tasks are the same as those in Work Elements 200.1, 400.1, 500.1 and 600.1. PPM just represents a second available source of funding. Work in Quarter 2 included the preparation of multiple Board of Supervisor agenda requests. Attended grant workshops to improve awareness of potential future funding opportunities, including the ATP Cycle 7 grant program. Staff have been working to update the aging 2015 Active Transportation Plan, as well as identifying potential viable projects for the next ATP cycle.

The Quarter 2 OWP Invoice Summary is provided below:

	Total Q1		Total Q2		% exp To Date		
RPA	\$	59,775.27	RPA	\$	70,917.16	29%	\$ 130,692.43
LTF	\$	20,404.80	LTF	\$	15,778.43	38%	\$ 36,183.23
	\$	-	SB1	\$	-	0%	\$ -
PPM	\$	17,590.36	PPM	\$	9,596.67	17%	\$ 27,187.03
Total	\$	97,770.42	Total	\$	96,292.27		\$ 194,062.69

Inyo County Local Transportation Commission
2023-2024 Overall Work Program-RPA
2nd Quarter Report

Work Element	Work Element Title	% Expended	Scheduled Completion	RPA	Total Expended 2nd Quarter	Total Expended to Date	Balance
100.1	Compliance & Oversight	67%	06/30/24	\$90,000	\$25,537.36	\$60,722.92	\$29,277.08
110.1	Overall Work Program	18%	06/30/24	\$15,000	\$1,712.05	\$2,667.84	\$12,332.16
200.1	RTIP	100%	12/31/23	\$10,000	\$7,575.02	\$10,000.00	\$0.00
400.1	Local Project Development	57%	06/30/24	\$36,509	\$12,004.95	\$20,907.47	\$15,601.82
400.2	Grant Development	0%	06/30/24	\$12,000	\$0.00	\$0.00	\$12,000.00
400.4	Trans. Funding	0%	06/30/24	\$2,000	\$0.00	\$0.00	\$2,000.00
500.1	Coord. and Reg. Planning	0%	06/30/24	\$25,000	\$7,591.27	\$9,611.89	\$15,388.11
510.1	RTP	0%	12/31/23	\$45,000	\$16,496.51	\$26,782.31	\$18,217.69
600.1	PMS/GIS	0%	06/30/24	\$20,000	\$0.00	\$0.00	\$20,000.00
TOTALS				\$255,509	\$70,917.16	\$130,692.43	\$124,816.86

Inyo County Local Transportation Commission
 2023-2024 Overall Work Program-RPA/LTF/PPM/SB1
 2nd Quarter Report


Work Element	Work Element Title	% Expended Year to Date	Scheduled Completion	RPA Budget	PPM	LTF Transit	SB1-ICEVICNP	Total Expended 2nd Quarter	Total Expended to Date	Balance
100.1	Compliance &	67%	06/30/24	\$90,000				\$25,537.36	\$60,722.92	\$29,277.08
110.1	Overall Work	18%	06/30/24	\$15,000				\$1,712.05	\$2,667.84	\$12,332.16
200.1	RTIP	100%	12/31/23	\$10,000				\$7,575.02	\$10,000.00	\$0.00
300.1	Administer	41%	06/30/24			\$84,004		\$14,639.46	\$34,075.23	\$49,928.77
310.1	Coordinate	21%	06/30/24			\$10,000		\$1,138.98	\$2,108.00	\$7,892.00
400.1	Local Project	57%	06/30/24	\$36,509				\$12,004.95	\$20,907.47	\$15,601.82
400.2	Grant	0%	06/30/24	\$12,000				\$0.00	\$0.00	\$12,000.00
400.3	SB1-ICEVICNP	0%	06/30/26				\$201,500	\$0.00	\$0.00	\$201,500.00
400.4	Trans. Funding	0%	06/30/24	\$2,000				\$0.00	\$0.00	\$2,000.00
500.1	Coord. and Reg. Planning	38%	06/30/24	\$25,000.00				\$7,591.27	\$9,611.89	\$15,388.11
510.1	RTP	60%	12/31/23	\$45,000.00				\$16,496.51	\$26,782.31	\$18,217.69
600.1	PMS/GIS	0%	06/30/24	\$20,000				\$0.00	\$0.00	\$20,000.00
700.1	PPM	17%	06/30/24		\$157,000			\$9,596.67	\$27,187.03	\$129,812.97
TOTALS				\$255,509.29	\$157,000.00	\$94,004.00	\$201,500.00	\$96,292.27	\$194,062.69	\$513,950.60

Name of Agency: Inyo County Local Transportation Commission
Address: PO Drawer Q, 168 N. Edwards St., Independence, CA 93526

Request for Reimbursement (RFR)

Agency Invoice #: 1 **MFTA:** 74A0790 **Fiscal Year:** 2023-2024
Period of Reimbursement: **Start Date:** 7/1/2023 **End Date:** 9/30/2023

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

LOCAL AGENCY Use Only						
<u>Current Fiscal Year</u> Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.						
Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimbursable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	\$ 230,000.00	\$ 59,775.27		\$ -	\$ 170,224.73
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SBI Competitive	11.47%					\$ -
Adaptation	11.47%					\$ -
Total Approved Amt per Amend #		\$ 230,000.00				
Current Invoice Amount			\$ 59,775.27			
Inyo County LTC, Michael Errante, Executive Director LOCAL AGENCY Name & Title (please print)				 Signature		11/22/23 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				
Amount:	L#:	Project ID#:	Contract #:	RC#:


Name of Agency: Inyo County Local Transportation Commission
Address: PO Drawer Q, 168 N. Edwards St., Independence, CA 93526

Request for Reimbursement (RFR)

Agency Invoice #: 2 **MFTA:** 74A0790 **Fiscal Year:** 2023-2024

Period of Reimbursement: **Start Date:** 10/1/2023 **End Date:** 12/31/2023

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

LOCAL AGENCY Use Only						
<u>Current Fiscal Year</u> Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.						
Funding Source	Minimum Required Match %	State OWP/A Approved Amount	State Reimbursable Amount	Match Amount	State Amount Previously Invoiced	State Balance
RPA	0.00%	\$ 255,509.29	\$ 70,917.16		\$ 59,775.27	\$ 124,816.86
RPA Grant	0.00%					\$ -
SHA	11.47%					\$ -
SB1 Competitive	11.47%	\$ 227,611.00				\$ 227,611.00
Adaptation	11.47%					\$ -
Total Approved Amt per Amend #		\$ 483,120.29				
Current Invoice Amount			\$ 70,917.16			
Inyo County LTC, Michael Errante, Executive Director LOCAL AGENCY Name & Title (please print)				 Signature	3/8/2024 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				
Amount:	L#:	Project ID#:	Contract #:	RC#:

Informational Item No. 9

ESTA Executive Director's Report

STAFF REPORT

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

Staffing

Our Employee of the Quarter, Denise Estrada, demonstrated outstanding teamwork during a recent staffing change. After losing two dispatchers, Denise stepped up and worked 12-hour days to ensure our passengers received service. Throughout, she maintained a professional attitude and assisted coworkers however she could. Please join me in congratulating Denise. Well Done!

ESTA has turned a corner on staffing our company. We received nine applications for a few driver jobs, and actually had the luxury of accepting only the best applicants. This is very different from recent years where we received only one or two applicants per opening.

We hired two new Bishop dispatchers, Anthony Aguilar & Gregg Black. They round out the team of dispatchers and bring great talent to the company.

Vehicles

Besides our people, ESTA's vehicles are our most valuable asset. Of the 72 vehicles in ESTA's fleet, the heavy-duty buses serving Mammoth Lakes are in the greatest need of replacement. Mono LTC, Mammoth Lakes, and ESTA have combined to save around \$6 million to purchase 6-9 new buses of the 13 bus Mammoth fleet. The remaining 4-7 buses will be replaced or maintained until the day they too, will be replaced. All of the 13 Mammoth buses are beyond their federally defined useful life in years, but not miles. We are attempting to convince Caltrans that the Mammoth fleet endures harsh conditions and long days, but not a lot of miles. Therefore, the fleet should be judged by years and hours, not years and miles. I believe Caltrans will accept the argument, but whether they award us a grant ahead of a high years/mileage applicant is yet to be seen.

Community

Our All Aboard! Childrens program is making a big splash in the community. Feedback is positive and our reputation is strengthened. I have plans for a special bus for the program with a library and car seats. A special bus wrap will advertise the program and catch the community's eye. More to come for this marketing effort.

Please visit our Bishop Earth Day event April 20, from 10a-3p at Bishop City Park. All Bishop dial-a-ride trips are free on Earth Day, because every day is Earth Day in public transit! We advertised through the usual channels.

Technology

Our new microtransit software program will be working this summer in Bishop. Other markets like Mammoth and Lone Pine will follow once all the kinks are worked out.

Our website is scheduled for an overhaul with a new software company called Streamline. They promise a new look and improved website management.

Contactless payment systems are all the rage in public transit. ESTA plans to integrate this payment system late this year. Installation includes the marriage of software and onboard hardware that allows the use of phones and prepaid cards.

Reds Meadow Shuttle

Road construction is expected to last through summer 2025 at least. With a very abbreviated shuttle schedule we are left with drivers needing work. We are working with our partners and finding creative ways to provide hours for our employees. We don't want to lose a single person due to this road construction project.

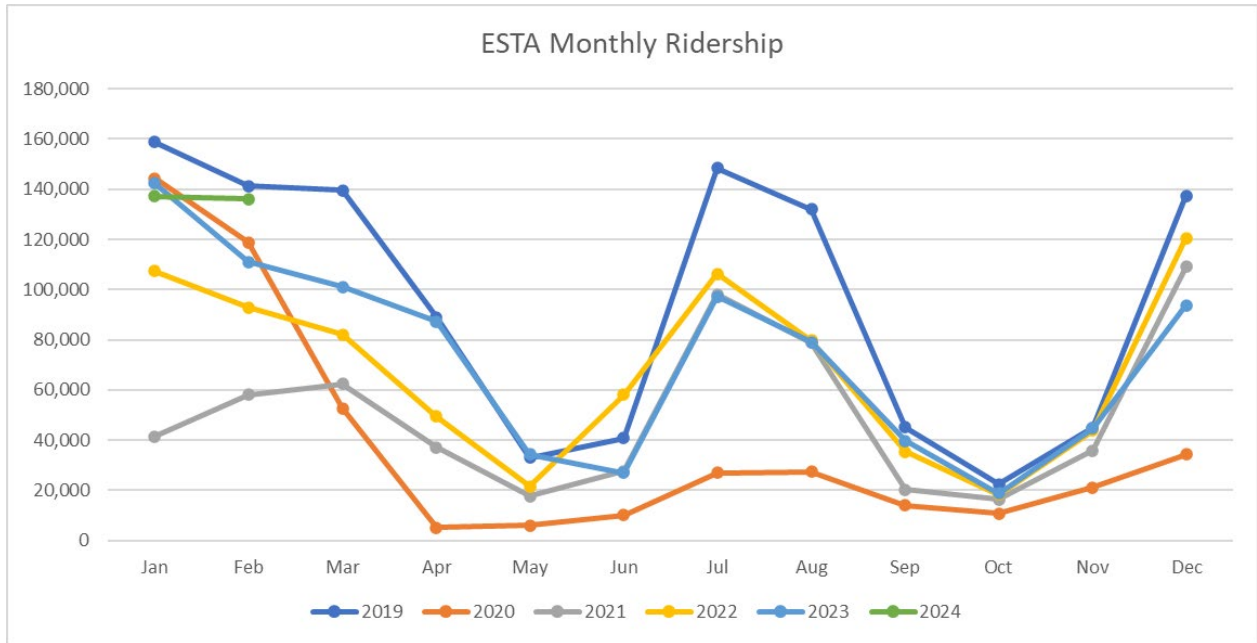
Ridership

ESTA's ridership growth is continuing to evolve as the new Saturday Reno route develops into a productive service. There were no significant service cancellations affecting ridership.

January Ridership Report								
Route	Pre-Covid 2019	2020	2021	2022	2023	2024	Change Current vs. Last year	% Change Current vs Pre-Covid
Benton	28.00	38.00	1.00	0.00	1.00	8.00	7	-71%
Bishop Dial-a-Ride	3,637.00	3,492.00	2,170.00	2,428.00	3,531.00	3,598.00	67	-1%
Bridgeport-Carson	14.00	20.00	3.00	12.00	8.00	8.00	0	-43%
Lancaster	356.00	383.00	120.00	298.00	289.00	350.00	61	-2%
Lone Pine-Bishop	273.00	272.00	133.00	169.00	234.00	231.00	-3	-15%
Lone Pine Dial-a-Ride	370.00	481.00	319.00	351.00	393.00	400.00	7	8%
Mammoth Fixed Route	30,904.00	28,658.00	5,269.00	16,693.00	23,961.00	29,006.00	5,045	-6%
Mammoth Dial-a-Ride	426.00	151.00	97.00	183.00	327.00	210.00	-117	-51%
Mammoth Mountain	121,230.00	108,752.00	32,894.00	85,954.00	112,126.00	101,217.00	-10,909	-17%
Mammoth Express	564.00	520.00	141.00	454.00	518.00	572.00	54	1%
Night Rider	230.00	324.00	88.00	218.00	210.00	266.00	56	16%
Other	682.00	612.00	0.00	0.00	238.00	369.00	131	-46%
Reno	606.00	592.00	240.00	620.00	546.00	874.00	328	44%
Walker Dial-a-Ride	116.00	32.00	6.00	3.00	0.00	35.00	35	-70%
Total	159,436	144,327	41,481	107,383	142,382	137,144	-5,238	-14%

February Ridership Report								
Route	Pre-Covid 2019	2020	2021	2022	2023	2024	Change Current vs. Last year	% Change Current vs Pre-Covid
Benton	33.00	38.00	3.00	0.00	6.00	4.00	-2	-88%
Bishop Dial-a-Ride	3,279.00	3,334.00	1,957.00	2,112.00	3,250.00	3,192.00	-58	-3%
Bridgeport-Carson	14.00	18.00	4.00	20.00	19.00	13.00	-6	-7%
Lone Pine-Bishop	174.00	213.00	197.00	146.00	211.00	239.00	28	37%
Lone Pine Dial-a-Ride	331.00	464.00	317.00	372.00	387.00	369.00	-18	11%
Mammoth Fixed Route	27,317.00	24,221.00	6,917.00	16,280.00	19,514.00	27,746.00	8,232	2%
Mammoth Dial-a-Ride	309.00	121.00	127.00	185.00	255.00	286.00	31	-7%
Mammoth Mountain	108,157.00	89,277.00	47,820.00	72,116.00	85,746.00	102,098.00	16,352	-6%
Mammoth Express	446.00	396.00	215.00	515.00	441.00	497.00	56	11%
Night Rider	300.00	238.00	80.00	241.00	214.00	285.00	71	-5%
Other	254.00	242.00	0.00	0.00	101.00	0.00	-101	-100%
Walker Dial-a-Ride	94.00	45.00	9.00	0.00	0.00	44.00	44	-53%
Lancaster	378.00	311.00	172.00	317.00	308.00	305.00	-3	-19%
Reno	408.00	457.00	353.00	566.00	614.00	900.00	286	121%
Total	141,494	119,375	58,171	92,870	111,066	135,978	24,912	-4%

The charts below show the ridership by month and year since pre-Covid. The blue line is 2019, and the green line is 2024.



Informational Item No. 11

Letter of Support for the Bishop Paiute
Tribe's EV infrastructure, workforce
training and planning project



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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



Michael Errante
Executive Director

May 1, 2024

California Energy Commission
715 P Street
Sacramento, CA 95814

RE: Letter of Support for CIMC's Proposal (GFO-23-607)

Dear CEC Commissioners and Selection Committee:

Thank you for investing in the acceleration of installation of electric vehicle (EV) charging infrastructure, plan for future installations, and developing the workforce to support EV charging in tribal communities.

The Inyo County Local Transportation Commission (LTC) would like to express its enthusiastic support for CIMC's proposal toward these goals and reducing greenhouse gas emissions. This project complements a parallel effort that Inyo County is working on, which is to develop an EV Charging Infrastructure Network Plan (Plan) to guide the implementation and installation of EV chargers for use by residents, visitors, and county fleet vehicles. The LTC looks forward to collaborating with the Bishop Paiute tribe as a valued partner in this endeavor.

In addition to the project mentioned above, Inyo County has had a long productive working relationship with the Bishop Paiute tribe. The County has collaborated on numerous complete projects with the tribe. Through our strategic planning process, Inyo County has developed numerous goals in which this particular effort supports:

- Support Inyo County communities through infrastructure investments, effective service delivery, and thoughtful planning.
- Engage in activities which encourage economic growth for existing industries and promote business and workforce resilience.
- Support local businesses, organizations, and workforce
- Invest in climate resiliency

We are particularly encouraged by the immediate benefits from the installation of chargers as well as the long-term benefits that will come from blueprints for future infrastructure and the

training and workforce development to support lasting economic development around evolving infrastructure and the transition to EVs.

Thank you for your full consideration of CIMC's proposal. We recognize that these efforts contribute to the well-being of local residents and future generations.

Sincerely,

A handwritten signature in blue ink, appearing to read "m. errante". The signature is fluid and cursive, with a large, sweeping flourish at the end.

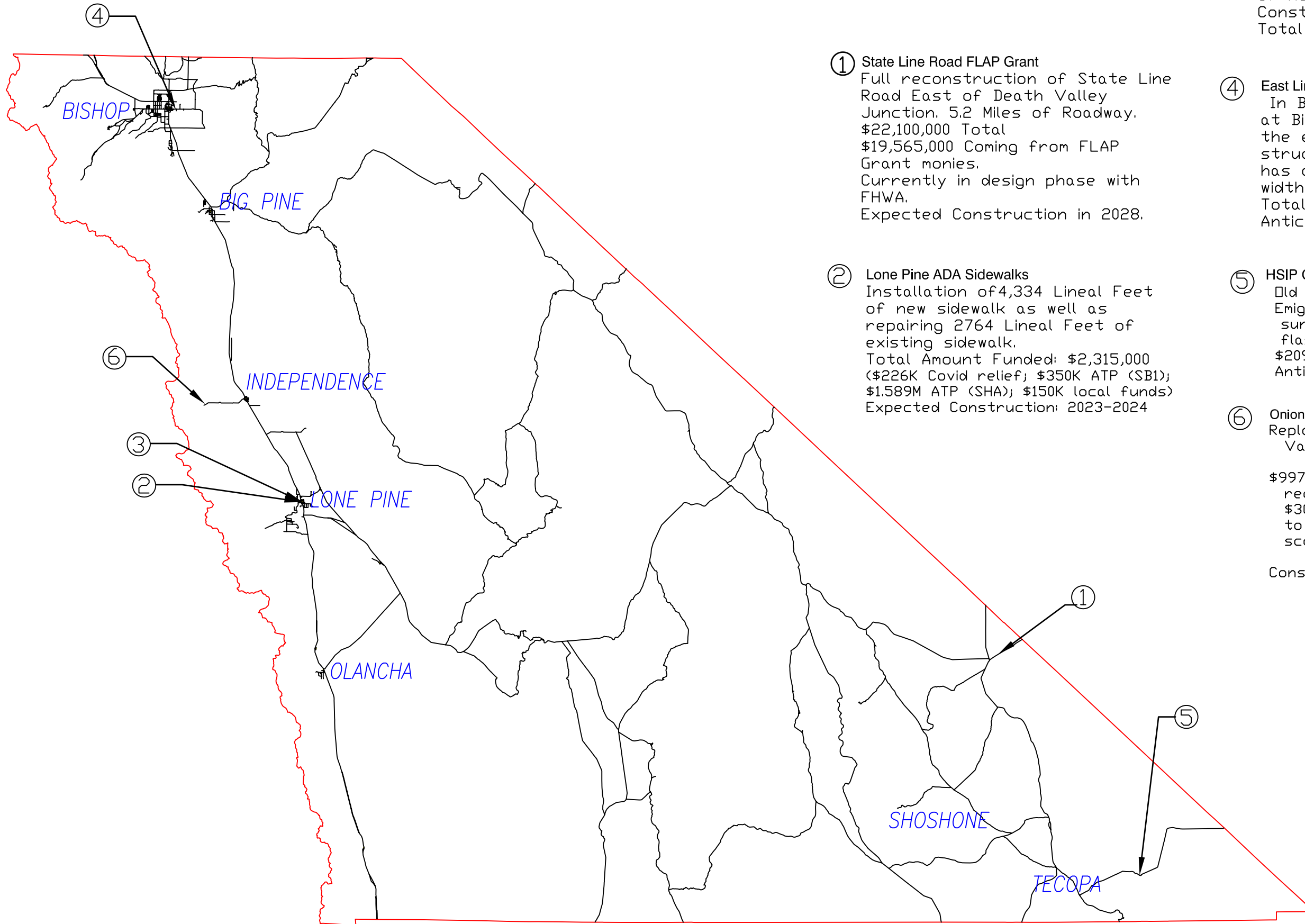
Michael Errante
Inyo County Local Transportation Commission Executive Director
merrante@inyocounty.us

Informational Item No. 14

LTC Project Map

Inyo County LTC Projects

5/9/2024



① State Line Road FLAP Grant
 Full reconstruction of State Line Road East of Death Valley Junction. 5.2 Miles of Roadway. \$22,100,000 Total \$19,565,000 Coming from FLAP Grant monies. Currently in design phase with FHWA. Expected Construction in 2028.

② Lone Pine ADA Sidewalks
 Installation of 4,334 Lineal Feet of new sidewalk as well as repairing 2764 Lineal Feet of existing sidewalk. Total Amount Funded: \$2,315,000 (\$226K Covid relief; \$350K ATP (SB1); \$1.589M ATP (SHA); \$150K local funds) Expected Construction: 2023-2024

③ Lone Pine Town Streets Rehabilitation
 Repaving of 18 Road Miles within the town of Lone Pine with 2.5" of Hot Mix Asphalt. Construction expected in 2025. Total Amount Funded: \$3,400,000

④ East Line Street Bridge
 In Bishop on East Line Street at Bishop Creek Canal. Replace the existing 18.5 foot span wide structure with a new bridge that has a 30 foot span and 60 foot width. Total Proposed cost \$1,531,000. Anticipated Construction: 2027.

⑤ HSIP Grant (Emigrant Pass)
 Old Spanish Trail Hwy (1.2 miles) Emigrant Pass - High friction surface treatment, chevron signs, flashing beacon \$209,600 (\$188,640 HSIP funds) Anticipated Construction: Sept 2025

⑥ Onion Valley Guardrail Project
 Replacement of Guardrails along Onion Valley Road in various locations. \$997,000 Grant with no match required. However, approximately \$300,000 in RMRA funds were injected to cover the costs beyond the scope of the HSIP grant Construction Completed May 2024