

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

MEETING AGENDA

April 13, 2026 – 9:00 A.M.
Dana Room-Mono County Civic Center
1290 Tavern Rd Mammoth Lakes, CA

This meeting will be held in person at the location listed above. Additionally, a teleconference location will be available where the public and members of the Commission may participate by electronic means. Members of the public may participate in person and via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below.

TELECONFERENCE INFORMATION

1. Bridgeport Teleconference Location- Mono County CAO Conferences Room, First floor Annex 1, 74 N. School Street, Bridgeport, CA 93517.

2. Joining via Zoom

You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/86762913740>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” Use *Zoom Meeting ID:* 867 6291 3740 To provide public comment (at appropriate times) during the meeting, press the “Raise Hand” hand button on your screen and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

To join the meeting by telephone

Dial (669) 900-6833, then enter *Webinar ID:* 867 6291 3740

To provide public comment (at appropriate times) during the meeting, press *9 to raise your hand and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

**Agenda sequence (see note following agenda).*

- 1. CALL TO ORDER & PLEDGE OF ALLEGIANCE**
- 2. PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
- 3. ADMINISTRATION** - none
- 4. CONSENT AGENDA ITEMS**
 - a)** Approval of minutes from March 9, 2026. (pg. 1)
 - b)** Low Carbon Transit Operations Program (LCTOP) – Receive staff report and consider allocating \$54,251 of FY 2025-26 funds to Eastern Sierra Transit Authority (ESTA); authorize

COMMISSIONERS

Jennifer Kreitz Paul McFarland Lynda Salcido Rob Patterson Bill Sauser Brent Truax

the Co-Executive Director to sign the contributing sponsor letter. (pg. 4)

5. **PUBLIC HEARING no earlier than 9:00 am: TRANSPORTATION & UNMET TRANSIT NEEDS** with the Social Services Transportation Advisory Council (SSTAC) (pg. 7)
6. **LOCAL TRANSPORTATION**
 - a) Input on Rural Opportunities to Use Transportation for Economic Success (ROUTES) Request for Information (*Clark Sintek*) (pg. 19)
7. **CALTRANS**
 - a) Update on Caltrans activities in Mono County
8. **TRANSIT**
 - a) SB 125 Hydrogen Fuels Study update (*Phil Moores, ESTA*)
 - b) ESTA Update (*Phil Moores*) (pg. 21)
 - c) YARTS Update (*Serenity Anderson*)
9. **CORRESPONDENCE/INFORMATIONAL**
10. **REPORTS**
 - a) Co-Executive Directors (pg. 33)
 - b) Commissioners
11. **UPCOMING AGENDA ITEMS**
 - a) Discussion of winter storm road closure communications (*California Highway Patrol, Sheriff, Caltrans*) – May
 - b) Presentation on the Sonora Shoulders Wildlife Crossing Project – May/June
 - c) Overall Work Plan (OWP) final review and adoption – May/June
 - d) Unmet Transit Needs adoption – May/June
 - e) Local Transportation Fund allocation – June
 - f) Workshop: Past Road User Charge reports
 - g) Workshop: Trails as transportation
 - h) YARTS Funding Discussion
12. **ADJOURN TO DATE May 11, 2026**

***NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

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Draft Minutes

March 9, 2025 – 9:00 A.M.

Dana Room-Mono County Civic Center
1290 Tavern Rd Mammoth Lakes, CA

Visit: <https://monocounty.zoom.us/j/82846870889>

COUNTY COMMISSIONERS: Sandra Moberly (alternate), Paul McFarland, Lynda Salcido

TOWN COMMISSIONERS: Rob Patterson, Bill Sauser, Brent Truax

LTC STAFF: Heidi Willson, Wendy Sugimura, Olya Egorov, Haslip Hayes, Deanna Tuetken

CALTRANS: Ben Downard, Marcela Castleberry, Neil Peacock

ESTA: Phil Moores

YARTS:

Public: No public

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

- 9:01 am and Commissioner Kreitz lead the Commission in the Pledge of Allegiance.

2. PUBLIC COMMENT: Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

- No public comment.

3. ADMINISTRATION – No items

4. CONSENT AGENDA ITEMS

- a) Approval of minutes from February 9, 2026
- b) Receive and accept LTC Financial Statement with Independent Auditor’s Report ending June 30, 2025 (*Deanna Tuetken*)

Motion: Approve the consent agenda as presented.

Patterson motion; Salcido second.

Voice vote – Ayes: Patterson, Salcido, Truax, McFarland, Moberly, Sauser.

Motion Passed 6-0.

5. LOCAL TRANSPORTATION

- a) Reds Meadow update (*Haislip Hayes*)
 - Hayes provided a Reds Meadow update and answered questions from the Commission.
- b) County Quarterly report (*Chad Senior*)

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- Senior presented the County's quarterly report and answered questions from the Commission.

c) Town of Mammoth Lakes Quarterly report (Haislip Hayes)

- Hayes provided the Town of Mammoth Lakes quarterly report and answered questions from the Commission

6. CALTRANS

a) Update on Caltrans activities in Mono County (*CT staff*)

<https://caltrans.maps.arcgis.com/apps/dashboards/67670a6e24ee42628f5a852c61b57abf>

- Castleberry provided a Caltrans update and answered questions from the Commission.

7. TRANSIT

a) Social Services Transportation Advisory Council (SSTAC) appointments (*Olya Egorov*)

- Egorov provided a brief overview of the SSTAC and answered questions from the Commission.

Motion: Approve the appointments for the SSTAC.

Truax motion; Patterson second.

Voice vote – Ayes: Patterson, Salcido, Truax, McFarland, Moberly, Sauser.

Motion Passed 6-0.

b) ESTA Update (*Phil Moores*)

- Moores provided a ESTA update and answered questions from the Commission.

c) YARTS Update (*Serenity Anderson*)

- No YARTS members could attend the meeting to provide an update.

8. REPORTS

a) Commissioners

- Patterson, Truax, Sauser, and Chair McFarland provided a commissioner's report.

b) Co-Executive Directors

- Sugimura provided an overview of the director's report.

9. INFORMATIONAL/CORRESPONDENCE

a) 2026 STIP Staff Recommendations (*Olya Egorov*)

10. UPCOMING AGENDA ITEMS

a) SSTAC/LTC public hearing on Unmet Transit Needs (April)

b) Overall Work Plan (OWP) final review and adoption (May)

c) Unmet Transit Needs adoption (May/June)

d) Local Transportation Fund allocation (June)

e) Workshop: Past Road User Charge reports

f) Workshop: Trails as transportation

g) YARTS Funding Discussion

h) New: Request to add discussion of winter road closures standard operating procedures

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(CHP, Sheriff, and Caltrans)

11. ADJOURN at 10:34 TO DATE: April 13, 2026, at 9:00 am

COMMISSIONERS

Jennifer Kreitz Paul McFarland Lynda Salcido Rob Patterson Bill Sauser Brent Truax

April 13, 2026

STAFF REPORT

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

BACKGROUND:

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

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

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

FINANCIAL CONSIDERATIONS:

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

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

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

PROJECT COSTS:

The proposed costs for the projects are below.

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

RECOMMENDATION

It is recommended that the Mono LTC approve and write a letter of support allocating \$54,251 FY 2025-26, Cycle A Low Carbon Transit Operations Program (LCTOP) funds for the purchase of an electric vehicle 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.

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April 13, 2026

LCTOP Program Manager,

This letter is to confirm that Mono County LTC on April 13, 2026, voted to allocate all FY25-26 Cycle A LCTOP funds in the amount of \$54,251 to Eastern Sierra Transit's purchase of an electric vehicle 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.

Please let me know if you have any questions. I can be reached at 760.924.1814 or via email at wsugimura@mono.ca.gov.

Sincerely,

Wendy Sugimura
Co-Executive Director Mono County LTC

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STAFF REPORT

TO: Mono County Local Transportation Commission

DATE: April 13, 2026

FROM: Olya Egorov, Planning Analyst and LTC Staff

SUBJECT: FY 2026-2027 Unmet Transit Needs Public Hearing

RECOMMENDATIONS

Hold a public hearing to receive input on unmet transit needs and the transportation system, receive input from the Social Services Transportation Advisory Council, provide direction to staff on unmet transit needs findings, and provide any other desired direction to staff.

FISCAL IMPLICATIONS

Adoption of the Unmet Transit Needs public involvement process is required on an annual basis prior to allocating any Local Transportation Funds (LTF) to local streets and roads and is budgeted accordingly by the Mono County Local Transportation Commission (MCLTC).

ENVIRONMENTAL COMPLIANCE

Not applicable. Individual projects remain subject to the California Environmental Quality Act.

BACKGROUND

Every year, the MCLTC facilitates a public involvement process with local transit providers and representatives of transit-dependent populations to identify and evaluate any potential improvements that are not being met by existing transportation services. This process, known as Unmet Transit Needs, is a requirement of the Transportation Development Act (TDA).

State law requires that each jurisdiction adopts its own definitions of unmet transit needs by resolution (see Attachment 1). These definitions are used during the public involvement process to determine whether there are any requests from the public that are reasonable to meet. After the outreach process is complete, any requests that are reasonable to meet must be addressed before TDA funding can be spent on roadway projects.

Unmet Transit Needs involves at least one public hearing to ensure broad community participation and to solicit the input of transit-dependent and transit-disadvantaged persons, including the elderly, handicapped, and persons of limited means. This public hearing is subject to a 30-day notice (see Attachment 2). State law separately requires that jurisdictions hold an

annual public hearing to address transportation issues. The MCLTC leverages its annual public hearing for Unmet Transit Needs to collect requests for transit improvements, and to solicit public input on the transportation system as a whole.

The public hearing scheduled for April 13, 2026, will be jointly facilitated by the Social Services Transportation Advisory Council (SSTAC) to ensure that input from the elderly, handicapped, and persons of limited means is gathered during the public involvement process. Pursuant to Public Utilities Code §99238, the SSTAC must include transit providers, transit users, social services providers (see Attachment 3).

DISCUSSION

In the beginning of March, the MCLTC initiated its public engagement process with Eastern Sierra Transit Authority (ESTA) as the Consolidated Transportation Service Agency (CTSA) for the region. The table below summarizes action items and meeting dates:

Action	Date	Status
MCLTC reviews unmet transit needs process	February 9, 2026	Completed
June Lake Citizens Advisory Committee	March 4, 2026	Completed
Antelope Valley Regional Planning Advisory Committee (RPAC)	March 5, 2026	Completed
MCLTC appoints SSTAC members as needed	March 9, 2026	Completed
Mono Basin RPAC	March 11, 2026	Completed
Mammoth Lakes Planning and Economic Development Committee	March 11, 2026	Completed
Bridgeport Valley RPAC	March 12, 2026	Completed
Long Valley RPAC	March 19, 2026	Completed
Mono County Planning Commission	March 19, 2026	Completed
MCLTC and SSTAC facilitates the public hearing for unmet transit needs	April 13, 2026	Scheduled
MCLTC reviews input and potentially considers resolution adopting FY 26-27 unmet transit needs	May 11, 2026	Scheduled

During the public hearing, the MCLTC and SSTAC will review a summary of public input and provide additional comments (see Attachment 4). Following discussion, the summary and analysis of all unmet transit needs requests will be adjusted and responses to other transportation issues will be provided. Any issues that do not meet the definition of “unmet transit needs” will be recorded for the 2027 Regional Transportation Plan update. The MCLTC defines “unmet transit need” and “reasonable to meet” as follows:

- Unmet Transit Needs: A need of the Mono County elderly, disabled, low income, youth, and other transit-dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. “Necessities of life” are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

- Reasonable to Meet: Transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:
 - a. Can be proven operationally feasible;
 - b. Can demonstrate community acceptance;
 - c. Would be available to the general public;
 - d. Can be proven to be economical; and
 - e. Can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years.

In May, the MCLTC will review the summary and analysis of unmet transit needs requests and consider the adoption of the FY 2026-2027 Unmet Transit Needs by resolution. Any requests that are determined not to be unmet transit needs and/or reasonable to meet will be reviewed for inclusion in the upcoming Regional Transportation Plan update (see Attachment 5). . The resolution and documentation of the public involvement process will be submitted to Caltrans by June 30, 2026, before the start of the next fiscal year.

Please contact Olya Egorov (oeigorov@mono.ca.gov or 760-924-1802) with any questions.

ATTACHMENTS

1. Resolution 98-01
2. Public Hearing Notice for Unmet Transit Needs
3. Public Utilities Code §99238
4. Summary and Analysis of Unmet Transit Needs Requests (Draft)
5. Regional Transportation Plan, Policies and Objectives for Transit

RESOLUTION 98-01

A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION DEFINING "REASONABLE TO MEET" AND "UNMET TRANSIT NEEDS"

WHEREAS, the Mono County Local transportation Commission (MCLTC) is the designated transportation planning agency for the County of Mono pursuant to Government Code Section 29532 and action of the Secretary of Business, Transportation and Housing and, as such, has the responsibility under Public Utilities Code Section 99401.5 to determine definitions of "unmet transit needs" and "reasonable to meet"; and

NOW, THEREFORE, BE IT RESOLVED THAT the Mono County Local Transportation Commission does hereby define "unmet transit needs" as a need of Mono County elderly, disabled, low income, youth, and other transit dependent groups for transit service that is currently not available and, if provided for, would enable the transit dependent person to obtain the basic necessities of life primarily within Mono County. "Necessities of life" are defined as trips necessary for medical and dental services, essential personal business, employment, social service appointment, shopping for food or clothing, and social and recreational purposes.

BE IT FURTHER RESOLVED that the Mono County Transportation Commission does hereby define "reasonable to meet" as transit needs for the necessities of life which pertain to all public and/or specialized transportation services that:

- a. can be proven operationally feasible;
- b. can demonstrate community acceptance;
- c. would be available to the general public;
- d. can be proven to be economical; and
- e. can demonstrate cost effectiveness by meeting current fare box revenue requirements of the Mono LTC within two years

NOW, THEREFORE, BE IT RESOLVED that the herein contained definition and findings are consistent with the Mono County Regional Transportation Plan, 1998 Update.

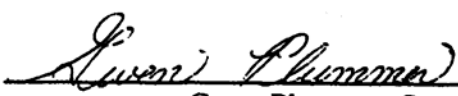
PASSED, AND ADOPTED this 1st day of June, 1998 by the following Commission:

- Ayes: Ronci, Hunt, Cage, Eastman, Inwood, Rowan.
- Noes:
- Absent:
- Abstain:

Attest:



 Joann Ronci, Chairperson
 Mono LTC



 Gwen Plummer, Secretary
 Mono LTC

MONO COUNTY

Local Transportation Commission

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March 2, 2026

To: The Mammoth Times
From: Olya Egorov, Planning Analyst
Re: Legal Notice for **March 5** edition
Invoice: Heidi Willson, P.O. Box 347, Mammoth Lakes, CA 93546

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Mono County Local Transportation Commission (MCLTC) will conduct a public hearing on **April 13, 2026**, in the Dana Room (2nd floor) at the Mono County Civic Center, 1290 Tavern Road, Mammoth Lakes, and the meeting will be accessible remotely by Zoom at <https://monocounty.zoom.us/j/86762913740> (Webinar ID # 867 6291 3740) or in-person in the CAO Conference Room (1st floor) at the Mono County Offices, Annex 1, 74 North School Street, Bridgeport, where members of the public shall have the right to observe, consider and offer public comment on **the transportation system and unmet transit needs** no earlier than 9:00 AM. The MCLTC will receive public input on the regional transportation system and any transportation-related matter. In addition, public input will be received regarding the transit needs of transit-dependent and transit-disadvantaged persons, including the elderly, disabled, and persons of limited means. The MCLTC will also receive comments from the Social Services Transportation Advisory Council (SSTAC) on unmet transit needs that may exist within Mono County, including those that might be reasonable to meet by expanding existing services or by establishing new public transportation and/or specialized transportation services. Following the public hearing, the MCLTC will identify and fund unmet transit needs that are reasonable to meet prior to funding local streets and roads projects with Transportation Development Act (TDA) funding for Fiscal Year 2026-2027. Materials for the public hearing will be released no later than April 7, 2026, and hard copies will be available for the cost of reproduction by calling 760-924-1800. Materials will be made available online at <https://monocounty.ca.gov/ltc>. **INTERESTED PERSONS** are strongly encouraged to submit comments to the Secretary of the Commission **no later than April 13, 2026, by 8:00 AM**, after which comments and testimony should be submitted in-person at the public hearing to guarantee receipt by the Commission. Public comments may be submitted by email to cddcomments@mono.ca.gov, in-person at 1290 Tavern Road, Suite 138, Mammoth Lakes, or by mail to P.O. Box 347, Mammoth Lakes, CA 93546. If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Secretary to the Planning Commission at, or prior to, the public hearing. For more information, please call 760-924-1800.



State of California

PUBLIC UTILITIES CODE

Section 99238

99238. Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- (1) One representative of potential transit users who is 60 years of age or older.
- (2) One representative of potential transit users who is disabled.
- (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
- (5) One representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(7) The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the disabled, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- (1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and

that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

(2) Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.

(3) Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

(Amended by Stats. 2012, Ch. 769, Sec. 11. (AB 2679) Effective January 1, 2013.)

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SUMMARY AND ANALYSIS OF TRANSIT REQUESTS FISCAL YEAR 2026-2027

DRAFT

Location	Request/Comment	Unmet Transit Need	Reasonable to Meet	Costs, Actions & Solutions	
UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET					
1.	June Lake	Request for a transit service within June Lake to serve June Mountain Ski Area during winter months. Parking and traffic are concerns.	Yes	TBD	ESTA is not in a position to expand unfunded services at this time. However, if funding should appear, this might be attempted. Once it is determined where and when this service will operate, multiply the number of hours by \$125/hr for this service. For example, a parking shuttle working 8 hours a day on weekends for the summer would cost around \$18,000 for nine weekends or 144 hours.
2.	June Lake	Request for a transit service within June Lake to serve June Lake Beach during summer months. Parking and traffic are concerns.	Yes	TBD	ESTA is not in a position to expand unfunded services at this time. However, if funding should appear, this might be attempted. Once it is determined where and when this service will operate, multiply the number of hours by \$125/hr for this service. For example, a parking shuttle working 8 hours a day on weekends for the summer would cost around \$18,000 for nine weekends or 144 hours.
3.	Mono Basin	Transit stops should be coordinated to improve connections between both transit service providers.	Yes – coordination between ESTA and YARTS routes provides for recreation	Yes	ESTA has coordinated with the YARTS schedule in the past and will review the timing of routes. Certain limitations exist for when the various routes can run,

			opportunities primarily in Mono County.		however, and seamless coordination may not be possible.
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UNMET TRANSIT NEEDS THAT ARE NOT, OR MAY NOT BE, REASONABLE TO MEET

4.	Bridgeport Valley	Request for transit service to Bridgeport for PCT hikers (e.g., Sonora Junction to Bridgeport).	Yes	No	<p>The current transit stop is operated by request and there are not enough riders to justify a new transit route.</p> <p>ESTA has obtained approval from Caltrans to construct a Sonora Junction bus stop. Construction of the bus stop is estimated to cost approximately \$90,000 and no funding has been identified. At present, five or less people are picked up at Sonora Junction per month.</p>
5.	Bridgeport Valley	Request for a second transit stop, ideally near the jail in Bridgeport.	Yes – the request would provide more convenient access to transit for those released from the jail, especially once the jail is moved to Twin Lakes Road.	No – it is not operationally feasible.	<p>The US Highway 395 routes do not have sufficient schedule time for diversions of any kind. Drivers are pushing drive time regulations.</p> <p>However, moving the bus stop to US 395 as part of the upcoming Bridgeport Main Street rehabilitation project could be considered. Doing so would move the stop away from the park which has restrooms, parking, etc. (Note in Lee Vining, the request is to move the bus stop from the US 395 to the park). The Commission should provide direction to staff on whether to investigate the feasibility of moving the bus stops to US 395.</p>

NOT UNMET TRANSIT NEEDS

6.	Bridgeport Valley	Request for a transit stop on Emigrant Street.	No	N/A	The bus stop is currently located at 121 Emigrant Street.
7.	Mono Basin	Request for additional service connections to Reno.	No	N/A	Service already exists. More service on the north 395 could be added at a cost of

					around \$130/hr. or \$455,000/yr for 3,500 hours of service annually. It's a looong trip.
8.	Mono Basin	Request for improved bus shelters in Lee Vining.	No – bus shelters are infrastructure and not the actual transit service.	N/A	Shelters should accompany the Caltrans improvements planned for this community.
9.	Mono Basin	Request to move transit stops from US Highway 395 to Hess Park. Hess Park has restrooms, better shelter, electrical outlets, and parking for passengers who are out of town for more than one day.	No – transit stops are infrastructure and not the actual transit service.	N/A	Improved bus shelters have been planned as part of the Lee Vining Rehabilitation project which has already been bid. Decommissioning those planned bus shelters and re-establishing new bus stops at the park may not be feasible at this late date, although the partners involved will discuss the potential change.
10.	Mammoth Lakes	Request for overnight parking in Mammoth Lakes for transit users. It is unclear whether overnight parking is allowed in the Mammoth Lakes Park and Ride, especially in winter. If overnight parking is not allowed, then a route should be coordinated to Lee Vining or Bridgeport where overnight parking is allowed for transit users.	No – parking lots are infrastructure and not the actual transit service.	N/A	Parking-related issues can be addressed under the Regional Transportation Plan.
11.	Carson City connection	Request to move the transit stop in Carson City from Walmart to the established transit hub in downtown Carson City. The transit hub serves other bus routes that provide service to other parts of Carson City, Douglas County, Lake Tahoe (and from Tahoe to Placerville and beyond), and Reno. Walmart has another connection to the transit hub in downtown Carson City, but it adds time and money to travel to the other location.	No – these connections are for services outside of Mono County.	N/A	This would add about ten minutes to the route. Currently, ESTA uses Interstate 580 to access Walmart. A diversion or even a move of the stop to downtown Carson would put undue pressure on the service. The current driving time for drivers on this route is at the legal limit. All requests for diversions on this route have been denied for this reason. Round Valley, Rovana, Mustang Mesa, Paradise, Swall Meadows, and June Lake have all requested service.
12.	Bridgeport Valley	Request to use YARTS buses in the winter months to provide service between Bridgeport, Lee Vining, and June Mountain Ski Area.	No	No	There may be an opportunity to support transit providers because ESTA needs buses and YARTS needs additional funding. The service would start from Mammoth

					Lakes since there are no drivers in June Lake. This would be a 3.5 hour round trip at \$130/hr for about \$455.00 per day. Buses are needed to implement new services. A mid-sized bus is required (e.g., Ford F450 Cutaways), which cost around \$250k. The service could start with weekends and holidays on July 4 th through Labor Day. This would cost around \$3,000, not much. Reds Meadow is a critical service for ESTA, and we never have enough drivers. Additional drivers not only helps deliver the service, but it also reduces the cost by cutting the Mammoth starting location. A couple buses could be parked in June Lake for drivers.
13.	Bridgeport Valley	Request for additional service to areas east and west of Mono County. Generally, there are issues with transit service for those involved with the criminal justice system that need to get across the mountain range.	No – unmet transit needs are defined as obtaining the basic necessities of life primarily within Mono County.	N/A	Existing transit routes provides service to urban areas (e.g., Reno, Lancaster) where connections to other locations east and west of Mono County can be made.
14.	Bridgeport Valley	Request for traffic calming on Twin Lakes Road (e.g., speed).	No	No	Traffic calming-related issues can be addressed under the Regional Transportation Plan.
15.	Bridgeport Valley	Request for a snow play area on Twin Lakes Road (known as Deer Hill).	No	N/A	This request will be forwarded to the Sustainable Outdoor Recreation Program. The only transportation-related component may be parking if the snow play area is established.
16.	Long Valley	Request for a transit stop in Crowley Lake to provide connection to/from the Bishop Regional Airport.	No	N/A	Service exists, albeit for a limited number of daily trips.

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
Phone: 760.924.1800, Fax: 760.924.1801
commdev@mono.ca.gov

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Phone: 760.932.5420, Fax: 760.932.5431
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POLICIES AND OBJECTIVES FOR TRANSIT

GOAL 13. ASSIST WITH DEVELOPMENT AND MAINTENANCE OF TRANSIT SYSTEMS AS A COMPONENT OF MULTI-MODAL TRANSPORTATION SYSTEMS IN MONO COUNTY.

Policy 13.A. Support ESTA in providing coordinated transit services in the Eastern Sierra and connecting to adjacent areas which provide services for residents and visitors

Objective 13.A.1. Support implementation of prioritized strategies contained in the Inyo-Mono Counties Coordinated Public Transit-Human Services Transportation Plan Update.

Objective 13.A.2. Maintain and improve transit services for transit-dependent citizens in Mono County, including the continuation and improvement of social services transportation services. Ensure that transit services comply with requirements of the Americans with Disabilities Act (ADA).

Objective 13.A.3. Annually conduct the "unmet transit needs process" and support public transit financially to the level determined 1) by the "reasonable to meet" criteria, and 2) by the amount of available funds.

Objective 13.A.4. Continuously survey transit use to determine the effectiveness of existing services and to identify possible needed changes in response to changes in land use, travel patterns, and demographics. Expand services to new areas when density is sufficient to support public transit or supported by a financial plan. Promote the provision of year-round scheduled transit services to link the communities of Mono County with business, employment centers, and recreational sites in a concerted effort to reduce vehicle miles travels by single-use vehicles.

Objective 13.A.5. Pursue all available funding for the provision of transit services and facilities, including state and federal funding and public/private partnerships.

Objective 13.A.6. Maximize the use of existing transit services by actively promoting public transportation through mass media and other marketing strategies. Encourage Town and County employees to utilize the existing transit services as part of a flexible schedule policy.

Objective 13.A.7. Work with appropriate agencies to coordinate the provision of transit services in the county in order to provide convenient transfers and connections between transit services.

Policy 13.B. Promote the development of an inter-modal transportation system in Mono County that coordinates the design and implementation of transit systems with housing, parking facilities (vehicle and bicycle), trail systems, and airport facilities.

Objective 13.B.1. Coordinate the design and implementation of transit systems with housing, parking facilities (vehicle and bicycle), trail systems, and airport facilities, including convenient transfers among transit routes and various transportation modes. Explore weather-proof bus facilities to encourage year-round ridership and qualify for funding sources (e.g., housing grants).

Objective 13.B.2. Encourage paratransit services in community areas. Promote efficiency and cost effectiveness in paratransit service such as use of joint maintenance and other facilities.

Objective 13.B.3. Require major traffic generating projects to plan for, fund, and provide multiple modes of circulation/transportation. This may include fixed-transit facilities, such as bus turnouts, bike storage shelters and passenger shelters.

Policy 13.C. Pursue funding for transit-related capital improvements, including the Affordable Housing and Sustainable Communities Program, and ensure that housing goals are complemented by these efforts.

Objective 13.C.1. Continue supporting transit vehicle replacements through all available funding sources, which may include the STIP.

Objective 13.C.2. Pursue funding for capital improvements such as bus shelters, transportation hubs, office space for administration, dispatch centers, vehicle- maintenance facilities, etc.

Policy 13.D. Continue improving interregional transit services.

Objective 13.D.1. If warranted, work with transit service providers to improve the existing regional bus transit service.

Objective 13.D.2. If warranted, support expansion of the regional air transportation system.

Objective 13.D.3. Continue to participate in the Yosemite Area Regional Transportation System (YARTS).

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ROUTES Initiative Request for Information (RFI)

U.S. Department of Transportation sent this bulletin at 03/12/2026 10:23 AM EDT

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ROUTES Initiative Request for Information (RFI)

The Rural Opportunities to Use Transportation for Economic Success ([ROUTES](#)) Initiative aims to address disparities in rural transportation infrastructure by disseminating resources on its [website](#) and providing technical assistance. If you want to learn more about ROUTES, or how it can help your community, you can reach the ROUTES team at rural@dot.gov.



The U.S. Department of Transportation (DOT) Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative [requests public input](#) on unmet transportation infrastructure needs in rural communities, barriers that rural communities face in addressing those needs, and opportunities for ROUTES and the DOT to improve its services and technical assistance to support rural stakeholders and American families.

DOT specifically requests comments and data in response to the questions below.

- **Identifying Unmet Needs in Rural Transportation**
 - What challenges and opportunities do rural areas face related to the following:
 - infrastructure condition (e.g., age of infrastructure or equipment, bridge closures or postings, weather resiliency);
 - usage (e.g., frequency or availability of public transportation, freight transportation, pedestrian walkways and shoulders);
 - safety (e.g., transportation-related injuries and fatalities, roadway departure, at-grade rail crossings, railroad trespassing, wildlife, transportation of hazardous materials, motorcycle and all-terrain vehicle safety, experiences of nonmotorized road users, post-crash care);
 - technology (e.g., broadband, cellular coverage, backup for GPS time and navigation, automated vehicles, drones, digital infrastructure);
 - What types of infrastructure projects, services, or technology are most needed in rural communities to meet national transportation priorities such as safety and economic competitiveness? What types of projects or services do rural communities find most challenging to fund? What are barriers to funding these projects?
 - How could improved multimodal passenger and freight transportation—including road, rail, transit, aviation, maritime, pipelines, and other forms of transportation—better contribute to the economic competitiveness of rural communities? What industries (including tourism) are most in need of these improvements?
 - What data has been used to inform rural transportation decision making and grant development, and what additional data would have been helpful but was nonexistent or difficult to access?
 - How can rural communities better engage with Federal, Tribal, State, and regional entities—

such as other Federal agencies, State DOTs, regional planning organizations, and metropolitan planning organizations—to maintain and upgrade local transportation?

- *Addressing Unmet Needs Through DOT Grants and Resources*
 - ROUTES supports rural and Tribal stakeholders through development of technical assistance resources and opportunities, such as toolkits, dashboards, peer exchanges, webinars, and newsletters. (See <https://www.transportation.gov/rural> for more information on ROUTES activities.) What additional resources or direct technical assistance could ROUTES provide to support rural communities? Of the existing resources ROUTES provides, what is most useful?
 - What challenges do rural communities face when applying for DOT grants and financial assistance (e.g., project prioritization, eligibility requirements, data needs, funding match)? What challenges do rural communities encounter after being awarded a DOT grant or financial assistance (e.g., project grant agreements, environmental analyses, permitting, reporting requirements, workforce availability, weather, inflation)?
 - What types of technical assistance would be effective for navigating the Federal grant process, including pre-award activities, project delivery, and project evaluation?
 - How do the definitions of “rural” across DOT grant programs¹¹ reflect the reality of rural communities? How do these definitions influence the allocation of rural funding?

Comments must be received on or before April 24, 2026 at 11:59PM EDT. DOT will consider comments filed after this date to the extent practicable.

For further information, visit <http://www.transportation.gov/rural>, or contact the ROUTES Office at rural@dot.gov.

Federal Register: <https://www.federalregister.gov/documents/2026/02/23/2026-03496/rural-opportunities-to-use-transportation-for-economic-success-initiative-request-for-information>

Regulations.gov: <https://www.regulations.gov/docket/DOT-OST-2026-0298>

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STAY CONNECTED



ESTA UPDATE

ST. LOUIS BUSES

ESTA is experiencing equipment failure at an alarming rate. Currently, we are not meeting service demands without a lot of stress and luck. With new airport service being considered, acquiring buses ASAP is necessary. Complete Coach Works (CCW), Riverside, CA has been refurbishing used buses for decades and collects buses from all over the country to rehabilitate. They currently have seven California compliant buses four of which are being considered for lease to ESTA. They come from the harsh St. Louis environment similar in many ways to Mammoth Lakes. Despite the history, these buses are in better condition than our current fleet. Refurbishment has many levels of bus rehabilitation. Everything from the frame up can be replaced and painted. We have the option to purchase the buses at the end of the contract minus the lease payments we made. A two-year contract for the four buses at \$6,000/mo each results in \$24,000/mo, and \$576,000 total contract cost.

The 2011 (ours are 2012) buses are made by Gillig and will share many of the aspects expected from the new fleet of 14 Gilligs expected to arrive in under two years. This provides an opportunity for Town maintenance personnel to become familiar with the equipment and parts needed to work on the vehicles. There will be a three month wait while the buses undergo a basic preparation for ESTA including fat tire bike racks and fresh paint. The buses will arrive with more than 50% on tires and brakes. We would be responsible for maintaining the vehicles with consumables like tires, brakes, oil, etc. throughout the contract. The drive train and fixed parts are covered by CCW.

A special logo accentuating the airport service is planned for the sides of the buses.

SAMPLE OF THE BUSES WE WILL LEASE





UNDERCARRIAGE – WILL RECEIVE PAINT AND 1,950 POINT INSPECTION

MEDIA BOX FOR CAMERA AND GPS EQUIPMENT

AT

INTERIOR OF THE GILLIGS WE ARE LOOKING



SBL Pre-Lease Standard SOW 30', 35' & 40' Diesel Bus

Customer: _____ Address: _____

SBL Bus Selected: Bus Manufacturer: _____ Length: _____

Model: _____ Engine: _____ Transmission: _____

1.00 PAINT

The bus exterior will be painted with a single color white paint. The wiper arms, mirror assemblies, front & rear bumpers, and wheel flares will be painted black.

The bus entrance and exit doors, cockpit dash and driver's area will be painted satin black as necessary.

1.01 WHEELS

Buses equipped with steel wheels will be painted to match their existing color. Buses equipped with aluminum wheels will be acid washed.

The front & rear wheel lug nut will be torqued and witness marked.

1.02 TIRES

The front tires will have a minimum tread depth of 6/32". No recapped tires will be used.

The rear tires will have a minimum tread depth of 4/32".

1.03 STEAM CLEAN

The radiator and charge air cooler, undercarriage, front suspension, steering gear box area, wheelchair ramp, rear suspension, engine, transmission and all access compartments (battery, engine, HVAC, top) will be steam cleaned.

1.04 EXTERIOR COMPONENTS

- All exterior mirrors will be operational.
- New wiper blades will be installed.
- All access doors will be operational.
- All passenger windows will be operational and all mechanisms will be lubricated.
- All exterior glass including the windshields will conform to California Vehicle Code (CVC) standards. Non conforming glass will be replaced.
- Roof hatches will be operational.
- All exterior lights will be operational.
- Bike rack and mounting bracket (if equipped) will be removed from the bus.

1.05 INTERIOR COMPONENTS

- The driver's seat will be operational with no major tears, cuts or stains and re-upholstered if necessary.
- Passenger seats will be inspected with no major tears, cuts, stains, or graffiti.
- Flooring area will be stripped and waxed.
- Fare box cover plate will be installed.
- All unused brackets and harnesses will be removed.
- A 12V auxiliary power outlet with 15-amp fuse / breaker will be installed in the driver's area.
- All ceiling panels and side wall panels will have no excessive cracks or holes.
- All interior lights will be operational.

SBL Pre-Lease Standard SOW 30', 35' & 40' Diesel Bus

- All compartment doors & access doors will be operational.
- Entrance and exit doors will be operational and adjusted to OEM specifications.
- All switches and gauges in driver's area will be operational.
- Wheelchair ramp/lift will be operational, lubricated and new anti-skid tape installed.
- The PA system including mic, speakers and volume controls will be operational.
- Steering column and horn will be operational.
- Driver's visors will be operational.
- Stop request system will be disabled.
- The destination sign system & OKD will be removed.
- Bus will be equipped with new safety triangles.
- A new fire extinguisher will be installed near the driver's area.

2.00 HVAC SYSTEM

The HVAC system will be evaluated and operational. The evaporator intake filter will be replaced with new.

2.01 DEFROSTER SYSTEM

Defroster system will be operational with a new filter installed.

3.00 UNDERCARRIAGE, AXLES, STEERING

The undercarriage will be inspected and greased.

Steering, radius rods and axles will be inspected and operational.

- Differential oil will be replaced.
- Drive line will be inspected and U joints greased.
- Any visible rust will be treated on the complete engine and engine compartment, upper A/C area, axles, suspension, and steering components.
- Shock absorbers, air bags and bushings will be inspected and replaced if worn or defective.
- Foam on copper pipes, undercarriage, engine compartment, A/C compartment and defroster area will be replaced.
- King pins will be checked and confirmed to be within tolerance.

4.00 BRAKES

Brake system will be inspected and adjusted to meet DOT regulations.

Brake pads will have a minimum of 50% to wear line.

5.00 ENGINE

Engine will be inspected and confirmed to be operational with no DOT/CVSA Class III oil leaks. Engine will be inspected while running to ensure there is no visible smoke. Oil and filters and air filter will be replaced with new.

Hydraulic fluid will be replaced and filters replaced with new.

Algae treatment will be added to the fuel tank if required following inspection.

The fuel neck poppet (if equipped) will be removed and a new O-ring installed on fuel cap.

SBL Pre-Lease Standard SOW 30', 35' & 40' Diesel Bus

5.01 TRANSMISSION

Transmission will be inspected and confirmed to be operational with no DOT/CVSA Class III oil leaks. Oil and filters will be replaced with new.

5.02 RADIATOR

Coolant and filters will be replaced with new. The radiator will be tested and confirmed to have no leaks.

5.03 AIR SYSTEM

Leveling valves will be operational.

Rear floor intake lock will be operational.

Wheelchair ramp/lift interlock will be operational.

All air tanks will be drained.

A rebuilt air dryer will be installed.

5.04 BELTS

All belts will be replaced with new including:

- Alternator
- A/C compressor
- Water pump
- Engine drive belt

5.05 ENGINE COMPARTMENT

All engine compartment gauges and lights will be operational.

If equipped with a fire suppression system, the system will be verified and the bottle re-charged if required.

6.00 BATTERIES

Batteries will be replaced with new and charging system will be operational.

7.00 EXHAUST

The exhaust system will be inspected and operational. If equipped with a DPF the filters will be pulse tested, and if required, the DPF will be baked and re-coded.

8.00 ANNUAL DOT INSPECTION

Vehicle will be tested to meet OEM and DOT requirements. Annual DOT sticker will be installed.

8.01 BRAKE AND AIR SYSTEM

Brake and air system will be inspected and tested and confirmed to be operational. Once inspections are completed a deceleration brake test will be performed.

8.02 ROAD TEST

Bus will be road tested for a minimum of 200 miles and re-inspected for any oil, air leaks and defects following the test.

ALL LEASED BUSES UNDERGO THIS INSPECTION BEFORE DELIVERY

THIS IS A BUS IN MID-REFURB. ENGINE IS REMOVED, SUSPENSION REPLACED, ETC.



ALL BEARINGS, BUSHINGS, AND BRAKES REPLACED IN FULL REFURB. UNDERCARRIAGE SPRAYED WITH COATING.



POSSIBLE REDS MEADOW SHUTTLE?



OVER THE ROAD COACH WITH 50 SEATS AND UNDERCARRIAGE STORAGE.



LOGO



NEXT STEPS

- Sign lease agreement (ESTA)
- Program the funds (Town)
- Plan new service (ESTA/Town)
- Wait three months
- Get four desperately needed buses
- Implement Airport service



ROCKO

LTC Co-Executive Director Report

April 6, 2026

Administration

- Awaiting Caltrans FY 26-27 Overall Work Program (OWP) comments

Meetings

- Staff and Caltrans coordination meetings
- Staff and Chair coordination meetings
- Rural Counties Task Force meeting

Trainings - nothing to report

Programs

- Multi-Jurisdictional Hazard Mitigation Plan update – CalOES returned minor comments and commended the work. Submittal to FEMA is anticipated shortly.
- Unmet transit needs public workshops completed.

Grant & Funding Tracking

- Working closely with Caltrans to develop an Active Transportation Program (ATP) grant application to fund down scoped project components on the Lee Vining Main Street rehabilitation project.
- A grant application for the Rural and Tribal Assistance Pilot Program was submitted in September 2025. Staff received notification on April 6, 2026, that funding was not awarded due to the high number of applications.
- The Active Transportation Plan Technical Assistance grant awarded to Mono County in June 2025 continues to be on hold with no information about implementation available.
- SB 125 grant project for an Eastern Sierra feasibility study of hydrogen fuels underway.
- Town and County Public Works staffs are developing projects to spend Carbon Reduction Program funds.

Please contact Haislip Hayes for questions about Town of Mammoth Lakes projects at 760-965-3652 or hhayes@townofmammothlakes.ca.gov. For questions about Mono County projects and/or administration, please contact Wendy Sugimura at 760-924-1814 or wsugimura@mono.ca.gov to be directed to the appropriate staff.