

Mono County Local Transportation Commission

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Mammoth Lakes, CA 93546
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PO Box 8
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MEETING AGENDA

June 8, 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/81863545235>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” Use *Zoom Meeting ID*: 818 6354 5235

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*: 818 6354 5235

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. CONSENT AGENDA ITEMS**
 - a) Approval of minutes from May 11, 2026 (pg. 1)
 - b) Authorize the chair to sign a letter of support for the grant application for the Multi-Modal Placemaking for Lee Vining Main Street project, which contains complete streets elements for the Caltrans Lee Vining Main Street Rehabilitation project and a connector pathway from US 395 through Gus Hess Park (pg. 3)

COMMISSIONERS

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

4. **LOCAL TRANSPORTATION**
 - a) Mono County Quarterly Report (*Chad Senior*)
 - b) Town of Mammoth Lakes Quarterly Report (*Haislip Hayes*) (pg. 6)

5. **CALTRANS**
 - a) Sonora shoulder wildlife crossing project presentation (pg. 9)
 - b) Provide comments on the Caltrans District 9 Transit Plan (pg. 28)
 - c) Caltrans quarterly report:
<https://caltrans.maps.arcgis.com/apps/dashboards/67670a6e24ee42628f5a852c61b57abf>

6. **TRANSIT**
 - a) State Transit Assistance allocation (STA) (*Deanna Tuetken*) (pg. 42)
 - b) Local Transportation Fund allocation (LTF) (*Deanna Tuetken*) (pg. 46)
 - c) ESTA quarterly report (*Dawn Vidal*)
 - d) YARTS quarterly report (*Serenity Anderson*)

7. **INFORMATIONAL/CORRESPONDENCE** - none

8. **REPORTS**
 - a) Co-Executive Directors (pg. 51)
 - b) Commissioners

9. **UPCOMING AGENDA ITEMS**
 - a) Hydrogen Study Presentation
 - b) Workshop: Past Road User Charge reports
 - c) Workshop: Trails as transportation
 - d) YARTS Funding Discussion
 - e) Consider revising the definition of “unmet transit needs” and “reasonable to meet”

10. **ADJOURN TO DATE: July 13, 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).

COMMISSIONERS

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Draft Minutes

May 11, 2026 – 9:00 A.M.

Dana Room, Mono County Civic Center

1290 Tavern Road, Mammoth Lakes, California

Visit: <https://monocounty.zoom.us/j/83581198697>

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE-**
 - 9:10 am and Commission Patterson 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. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from April 13, 2026.
Motion: Approve the consent agenda as presented.
Patterson motion; Sauser second.
Voice vote – Ayes: Patterson, Salcido, Kreitz, Sauser.
Motion Passed 4-0.

4. **ADMINISTRATION**
 - a) Consider adoption of the FY 26-27 Overall Work Program (OWP): Review, direct any desired modifications, and approve Minute Order 26-01 adopting the OWP (*Clark Sintek*)
 - Sintek provided a staff report on the OWP and answered questions from the Commission.

**Commissioner Truax joined the meeting at 9:18 am during Sintek’s presentation.*

Motion: Approve Minute order 26-01 adopting the Overall Work Program.

Kreitz motion; Sauser second.

Voice vote – Ayes: Truax, Patterson, Salcido, Kreitz, Sauser.

Motion Passed 5-0.

- a) Consider adoption of Resolution R26-01 approving unmet transit needs (*Olya Egorov*)
 - Egorov provided an overview on the Unmet Transit needs and answered questions from the Commission.

Motion: Approving R26-01 unmet transit needs.

Salcido motion; Kreitz second.

Voice vote – Ayes: Patterson, Salcido, Truax, Kreitz, Sauser.

Motion Passed 5-0.

*Items taken out of order.

6. CALTRANS

- a) Update on Caltrans activities in Mono County (*Caltrans*)
- Peacock provided a Caltrans update and answered questions from the Commission.

7. TRANSIT

- a) ESTA Update (*Dawn Vidal*)
- Chytka provided an update on ESTA's plan for summer and answered questions from the Commission.

*Commissioner McFarland joined the meeting at 9:32 am during ESTA's update.

- b) YARTS Update (*Serenity Anderson*)
- Anderson provided a update on YARTS for the upcoming season.

5. LOCAL TRANSPORTATION

- a) Discussion of winter storm road closure communications (*California Highway Patrol, Sheriff's Office, Caltrans*)
- Commissioner McFarland provided an overview of the winter storm road closure communication and asked questions.

8. INFORMATIONAL/CORRESPONDENCE

- a) ROUTES Comment Letter (*Clark Sintek*)

9. REPORTS

- a) Co-Executive Directors
- Sugimura provided an overview of the written director's report.
- b) Commissioners
- Commissioner Truax provided a report.

10. UPCOMING AGENDA ITEMS

- a) Presentation on the Sonora Shoulder Wildlife Crossing Project – June
- b) Provide comments on the Caltrans District 9 Transit Plan Agency virtual workshop (May 28, 2-3 pm) – June
- c) Local Transportation Fund allocation – June
- d) Hydrogen Study Presentation
- e) Workshop: Past Road User Charge reports
- f) Workshop: Trails as transportation
- g) YARTS Funding Discussion
- h) Consider revising the definition of “unmet transit needs” and “reasonable to meet”

11. ADJOURN at 10:48am TO DATE: June 8, 2026

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June 8, 2026

Honorable Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Letter of Support for Multi-Modal Placemaking for Lee Vining Main Street

Dear Director Taylor:

The Mono County Local Transportation Commission would like to express our strong support for Multi-Modal Placemaking for Lee Vining Main Street (Project) and the application to the California Transportation Commission (CTC) Active Transportation Program (ATP) Cycle 8 Call-For-Projects. This funding request is the product of interagency collaboration and nearly ten years of planning and a robust community engagement process in the Mono Basin. Funding is critical for the completion of a California Department of Transportation (Caltrans) complete streets design of US Highway 395 (US 395) through Lee Vining Main Street. By adding proven safety countermeasures and multi-modal placemaking elements along a rural main street, the improvements enable active transportation modes, contributing to the overall well-being and mobility of residents and visitors.

Though Lee Vining is a small, rural town with a population of 217 (2020 Census), the spectacular scenic highway that intersects with the community carries roughly 1.7 million visitors through Mono County annually (2018).¹ This historic corridor, known as US 395, is the primary, year-round route through Mono County, providing for the shipment of commercial goods throughout the region and travel locally to employment and services. As a hub for seasonal outdoor opportunities, Lee Vining is uniquely impacted by these traffic volumes, creating a need for traffic calming, safety countermeasures, and a context sensitive design that accommodates various weather conditions, including snow. As a rural main street, US 395 must be functional for residents and visitors, meeting a traffic capacity for millions of visitors while supporting a sense of place and identity within the context of a complete streets design.

Multi-Modal Placemaking for Lee Vining Main Street primarily addresses safety and connectivity concerns related to interregional traffic and advances a community desire for traffic calming,

¹ Profile of Mono Visitors and Economic Impacts of Tourism, 2018.

https://monocounty.ca.gov/sites/default/files/fileattachments/economic_development/page/31221/mono_co_2018_visitor_econ_imp_study_report.pdf. Accessed May 8, 2026.

effectively reducing barriers to active transportation modes. The project facilitates a safer, accessible, and inclusive active transportation network through the installation of pedestrian activated flashing beacons, pedestrian-scale lighting, transit shelters, a multi-use path, and multi-modal placemaking elements, contributing to the comfort, security, and safety of non-motorized users in Lee Vining.

The project supports the following policies under the Mono County Regional Transportation Plan and Mono Basin Community Plan:

- Objective 1.D.1. Avoid highway bypass of communities; instead, work to develop livable communities in those communities where the highway is Main Street while recognizing interregional concerns and functional classification constraints where they exist.
- Objective 8.D.3. Continue to consider creative applications of products and materials to achieve context sensitive and complete street designs, livable communities, vibrant main streets, etc., within the roadway and safety standards of the town, county, and state transportation system.
- Action 22.D.5.a. Pursue planning, implementation grants, and funds to support Main Street and Livable Community goals, such as the Scenic Byway planning grant.
- Action 22.D.5.d. Support an attractive Main Street through actions such as the promotion of the Mono County Design Guidelines to complement Lee Vining’s small-town character and attract visitors.

AND

- Goal 1: Plan and implement a transportation and circulation system that provides for livable communities, while maintaining efficient traffic flow and alternative transportation modes to the automobile.
- Policy 2: Increase safety, mobility, and access for pedestrians and bicyclists within community areas.
- Objective 2.1: Design the street system with multiple connections and direct routes.
- Objective 2.3: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets; e.g., separate trails along direct routes and new access points for walking and biking.
- Objective 2.4: Incorporate transit-oriented design features into streetscape renovations; e.g., covered shelters, marked bus pull-outs.
- Objective 3.2: Provide streetscape improvements; e.g., lighting (for edges, walkways, and to screen parking areas), landscaping, benches, trash receptacles.

Multi-Modal Placemaking for Lee Vining Main Street strongly aligns with the Active Transportation Program’s purpose and goals by improving safety for pedestrians and bicyclists, restoring community connectivity, and ensuring that disadvantaged residents fully share the benefits of the infrastructure, serving as a model for other rural communities divided by highway infrastructure.

The Mono County Local Transportation Commission respectfully requests a favorable consideration of this application to complete the active transportation system in Lee Vining and achieve safety countermeasures that make the Caltrans rehabilitation design whole. Thank you for your time and consideration.

Sincerely,

Paul McFarland
Chair
Mono County Local Transportation Commission

Town of Mammoth Lakes
June LTC Quarterly Update

Project	Notes	Budget
Town Civic Center	Work continues installation of interior finishes, including tile, light fixtures, and paint. Power will be connected the night of May 20th. Exterior work, including siding and site concrete, is also getting started. The interior office partition walls and workstations are finalized, and Staff continues to work on design details for other furniture.	\$33M
Mammoth Arts & Cultural Center (MACC)	CMU block walls are now going up steadily, with concrete columns and structural steel will follow. Staff is also working to solidify details for potential interior and exterior improvements to the existing Edison Theater building.	\$17M
Airport Multipurpose Building Phase 1 – A3 Taxiway & Site Work	The contractor has begun work and all is going smoothly.	\$2.69M (Phase
Road Striping Maintenance	Now that temperatures are favorable, the contractor will start layout of new striping and removing old conflicting striping on Monday, May 18, and will plan to start painting on Tuesday, May 26.	\$200K
2026 Slurry Seal	A contract has been awarded, and staff hopes to complete the work by the end of June.	\$400K
Minaret MUP	Work is expected to start the week of May 18.	~\$3M
The Parcel Phase 3 (homeownership)	Infrastructure design is on hold pending further developments and negotiations pertaining to local housing.	\$62K (design)
Airport Tee-Hangar Taxilane Rehabilitation	The design is currently on hold at this time. Environmental monitoring plans are being finalized.	\$229K (design)

<p>Airport Multipurpose Building (ARFF and SRE)</p> <p>Phase 2</p>	<p>Staff is submitting for a competitive discretionary grant request to the FAA, and the design team is currently working on a detailed cost analysis. The potential FAA funding will allow for construction of the garage portion of the building. Updated Plans will show a phase 2 for the garage building section and a phase 3 for the office/administrative spaces. this prioritizes storage and quick deployment of snow removal and maintenance equipment. The project should go out to bid toward the end of this month.</p>	<p>~\$2M</p>
<p>Main Street MUP / Mountain Blvd Crosswalk</p>	<p>Design work is in progress. Staff would like to put the project out to bid next winter, for construction during summer 2027, pending allocation of funds for construction.</p>	<p>~\$200K (design) TBD</p>
<p>Minaret/Meridian Roundabout</p>	<p>Design work is in progress. Staff has requested \$2.5M in STIP funding for FY28/29 to be used towards construction.</p>	<p>\$392K (design)</p>
<p>Parks & Trails Signage</p>	<p>Staff is continuing to work on a bid package for several new monument, wayfinding and informational kiosk signs to be located at various locations in Town including the Parcel, CRC/Mammoth Creek Park, Dog Park, and Shady Rest. We expect to go out to bid later this spring.</p>	<p>~\$100K</p>
<p>Childcare TI (Interior Fit-out)</p>	<p>Design is currently on hold pending confirmation of the details of facility operation and management.</p>	<p>\$195K (design)</p>
<p>Shady Rest Restroom</p>	<p>Design work is in progress. Due to anticipated timing for funding allocation, along with expected lead time for fabrication of the pre-cast restroom building, staff now intends to go out to bid this fall or winter, for construction in summer of 2027.</p>	<p>~\$200K (design)</p>
<p>CRC Phase 2 Interior TI</p>	<p>Staff is working through design details for a permanent skate rental space to be constructed from the DIRTT modular wall system that was used for the staff offices and will be used in the new Town Hall. Construction is planned to occur in August between summer and winter operations.</p>	<p>~\$450K</p>

Misc Fencing Project	Staff intends to prepare a project to install new chain link fencing at Shady Rest Park along the road between the skate park and playground, and to install gates in the existing chain link fence at the Dog Park. The work is expected to occur later this summer, and the schedule will need to be coordinated with the tree thinning operations being performed by the Whitebark Institute.	~60K
Old Mammoth Road Landscaping	The contractor is working to fix irrigation system, and staff will be working to determine a planting plan once that is addressed. Some level of planting is expected to be installed this summer.	TBD

Sonora Shoulders Wildlife Crossing



Ben Carter, CDFW
June 2026

Partners



David Carruba, Project Engineer
Stephen Pfeiler, Senior Environmental Scientist
Beau Tindall, Senior Environmental Scientist
Mihai Giurgiulescu, GIS Coordinator
Sam Mindel, GIS Analyst



Ben Carter, Wildlife Connectivity Specialist
Dan Taylor, Environmental Scientist



Outline

Background- statewide connectivity efforts

Mono County- migratory herds, hotspots for crossing 395,
deer collision hotspots

Components of a wildlife crossing structure

Sonora shoulders wildlife crossing- historic deer collisions, features of the crossing structure, wildlife use during Fall 2025 & Spr 2026 migrations

Looking ahead- future efforts at Sonora shoulders, lessons to apply to proposed Mammoth crossing



Big Picture- Wildlife Connectivity in California

Important Legislation

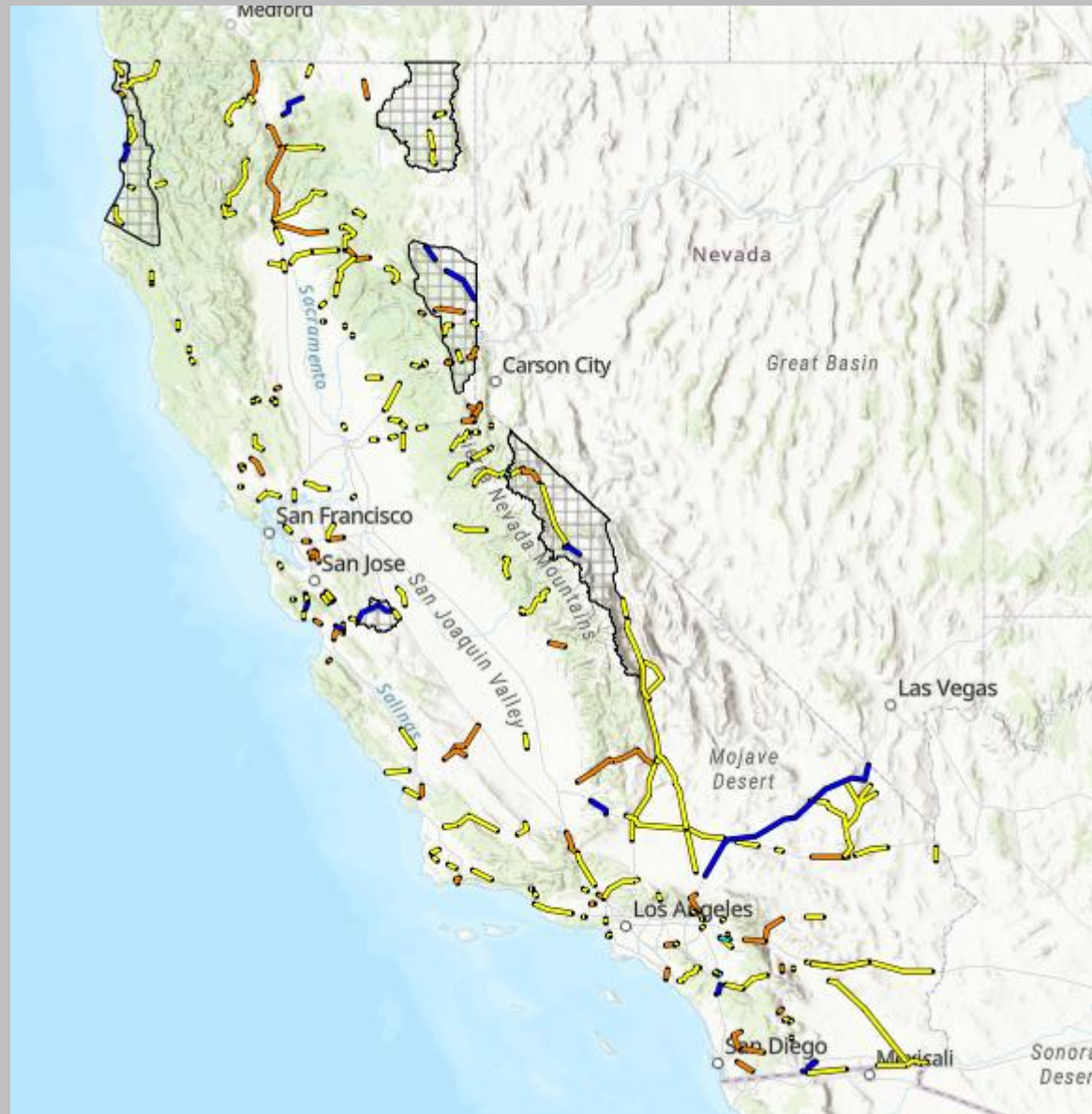
US-SO 3362 identifies priority areas for migratory ungulates

CA-AB 2344 mandates Caltrans considers wildlife connectivity on state highways

CA-AB 1889 mandates city, county and other general plans consider wildlife connectivity (effective Jan 1, 2028)

As of 2020, CDFW maintains a list of ca. 200 statewide wildlife connectivity barriers and works with Caltrans and NGOs to remediate those barriers

In Mono County, all of US 395 is considered a wildlife connectivity barrier, and the Mammoth Airport area is one of the state's 12 Top Priority barriers

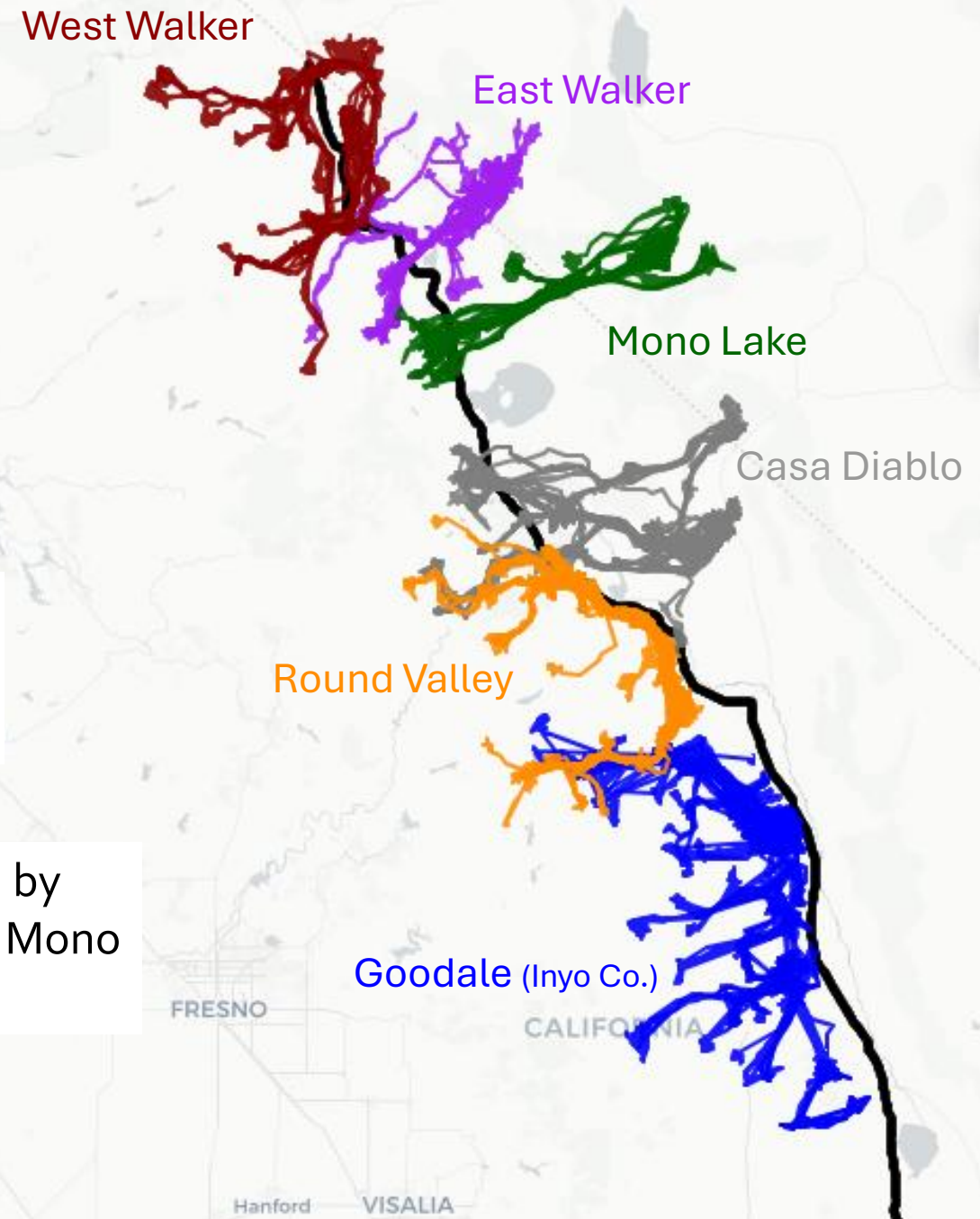


Deer migrations and Vehicle Collisions in Mono County

Mono County is home to five migratory deer herds, each of which cross US 395. Many of these crossing locations are the sites of numerous deer-vehicle collisions

Caltrans District 9, for more than 20 years, has maintained one of the best databases in the state to monitor deer strikes

Deer Migration routes are well characterized by more than 1000 GPS collars deployed across Mono & Inyo Counties over the last two decades



Mono Co. Roadkill Hotspots

CDFW has analyzed 17 priority areas along US 395 in Mono County. These areas are road segments where statistically high levels of deer-vehicle collisions (DVC) correspond with statistically high levels of deer crossing (as inferred by GPS collar data)

Top 5 hotspots for vehicle collisions (2003-2023)

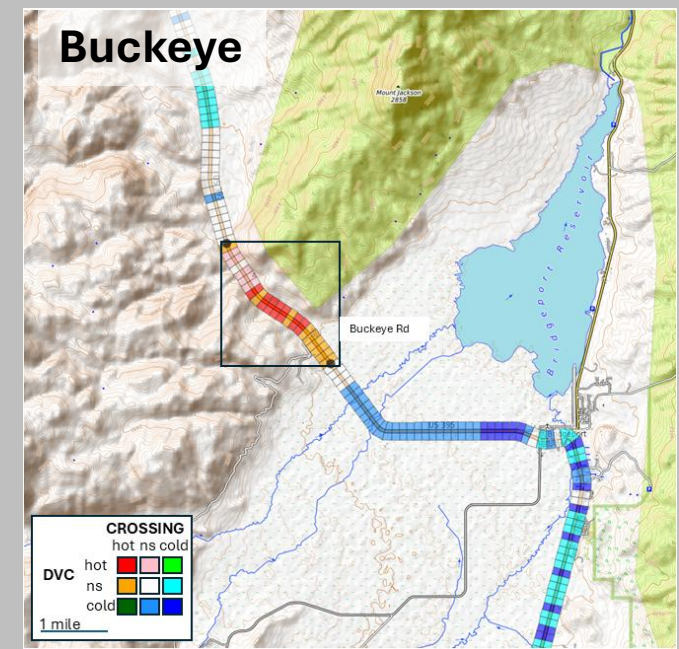
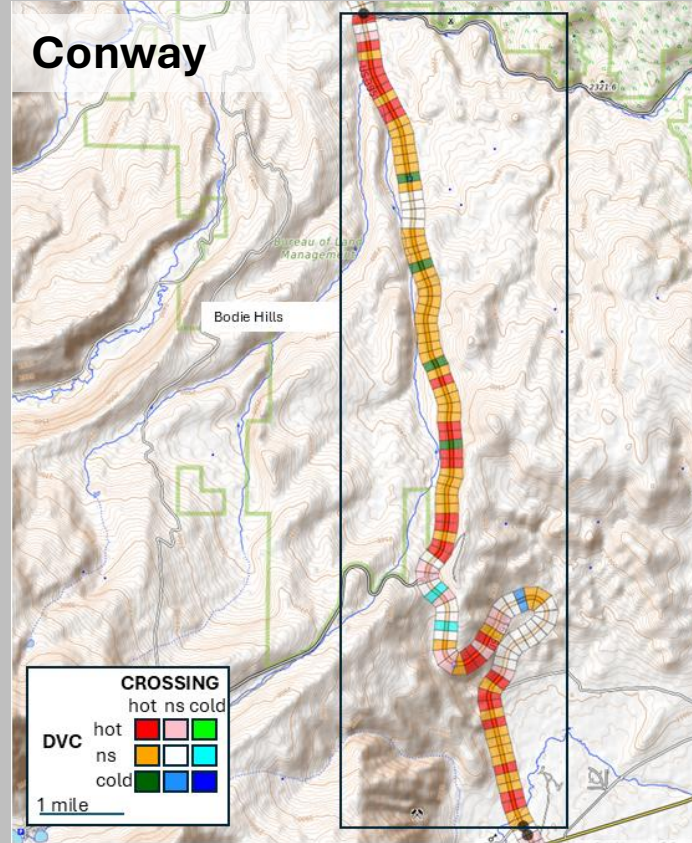
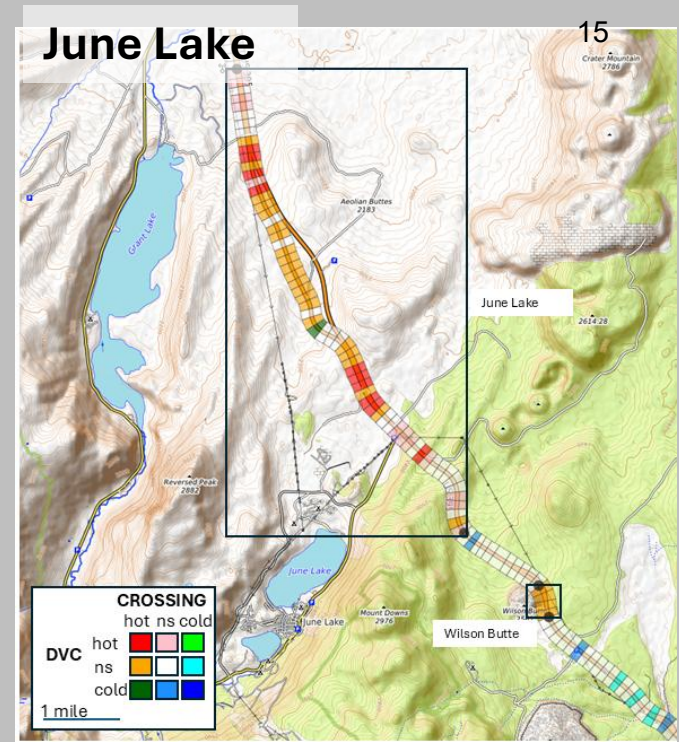
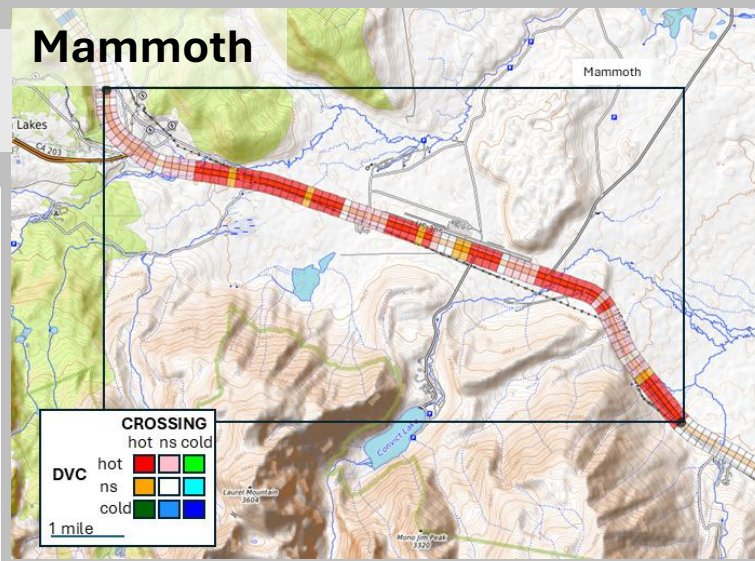
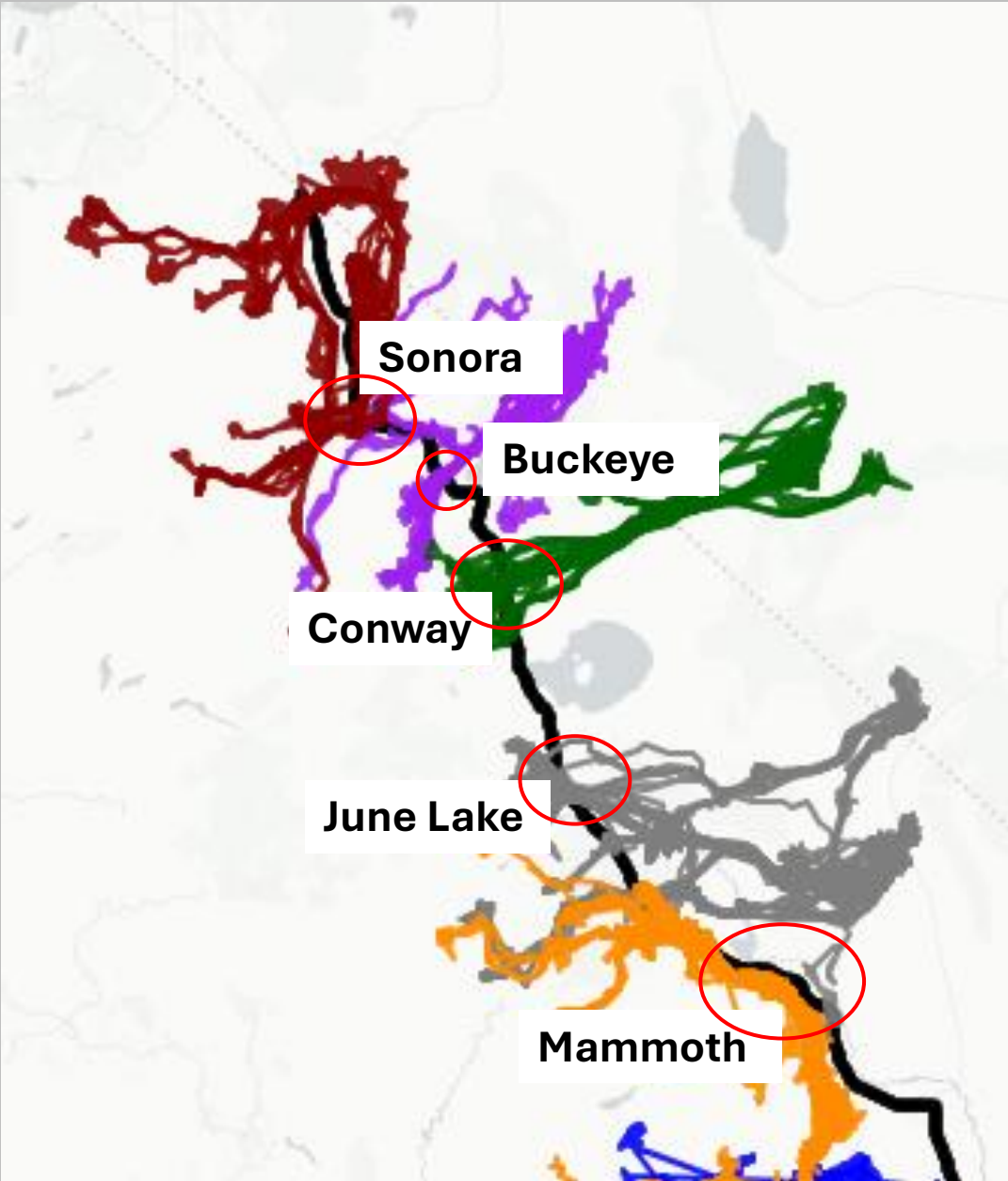
Mammoth	779 total DVC,	8.9 mi
Conway Summit	274 DVC,	11.4 mi
June Lake	152 DVC,	6.2 mi
Sonora Junction	141 DVC,	4.5 mi
Buckeye Road	104 DVC,	2.2 mi

Sonora Junction Rankings relative to other Mono County Hotspots

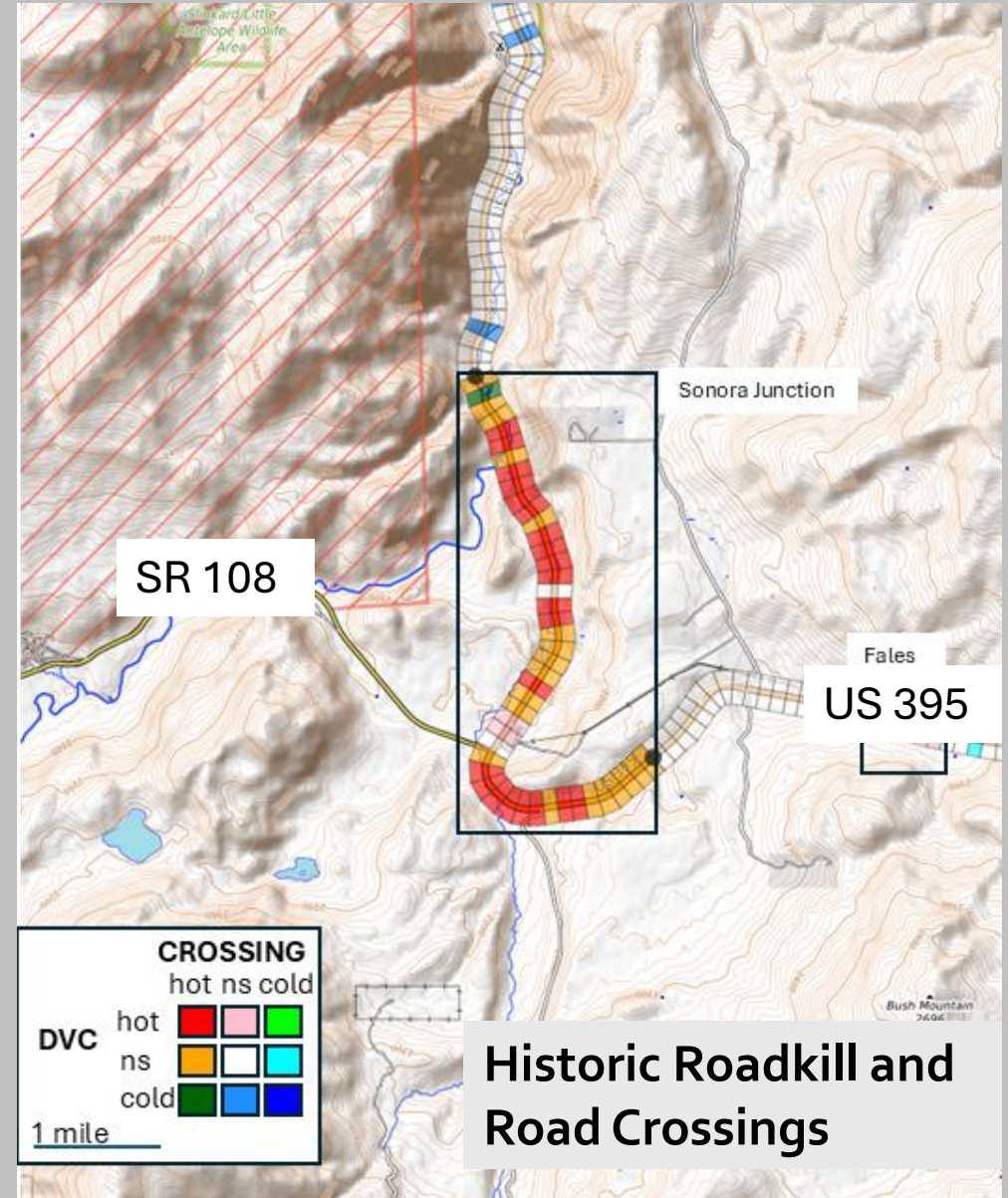
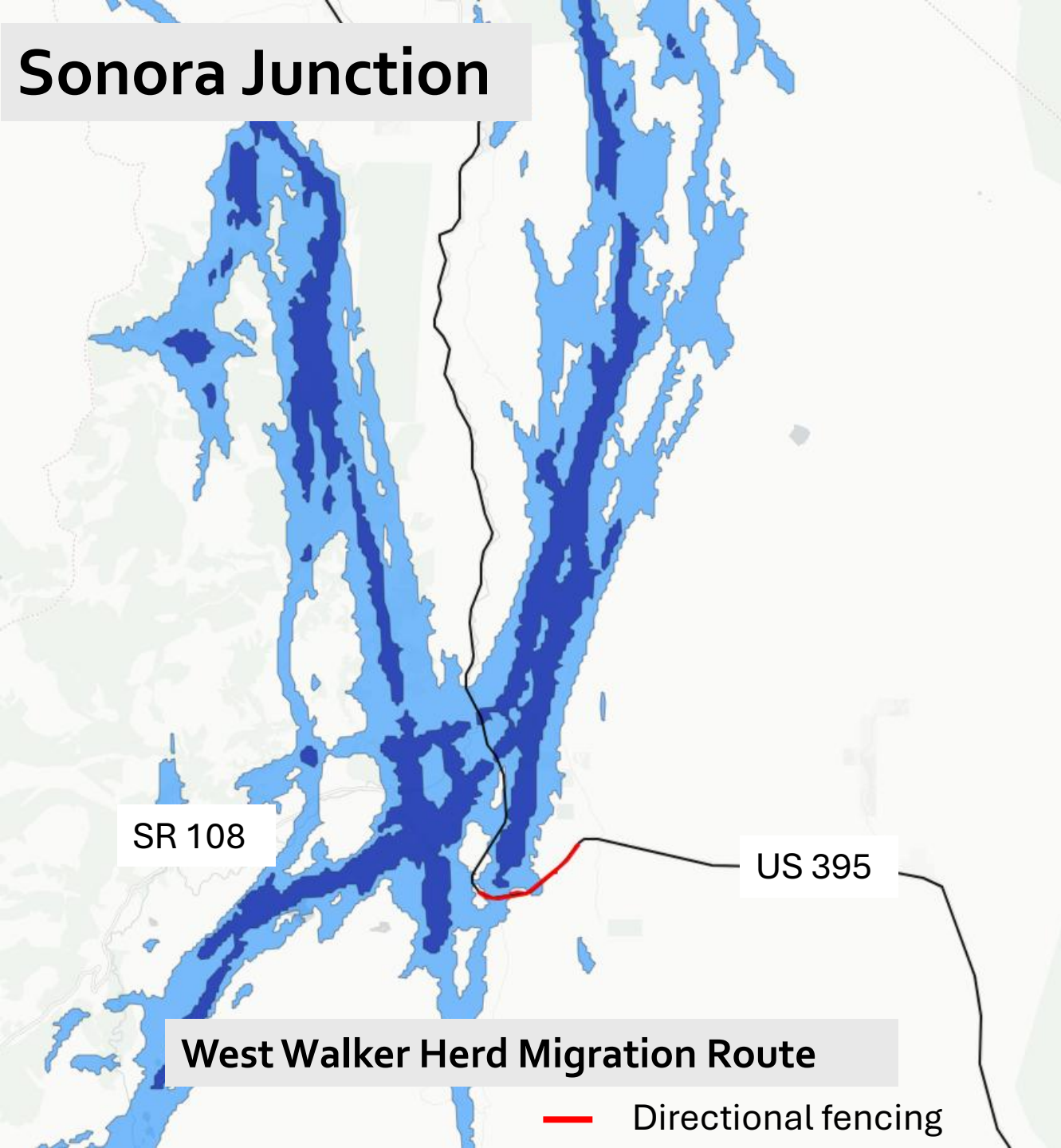
	Collisions	Observed road crossings
Total	4 th	4 th
Per mile	6 th	4 th
Proportion of segment statistically high levels*	1 st	5 th

*This is a measure of how many 0.1 mile segments within the overall hotspot have statistically significantly high collisions and/or crossings

Mono Co. Roadkill Hotspots



Sonora Junction



Historic Roadkill and Road Crossings

Components of a wildlife crossing

- 1. Crossing structure (overpass or underpass)



Components of a wildlife crossing

- 1. Crossing structure (overpass or underpass)
- 2. Directional Fencing



Components of a wildlife crossing

- 1. Crossing structure (overpass or underpass)
- 2. Directional Fencing
- 3. Jumpouts (escape ramps for animals that enter the fencing through the road)



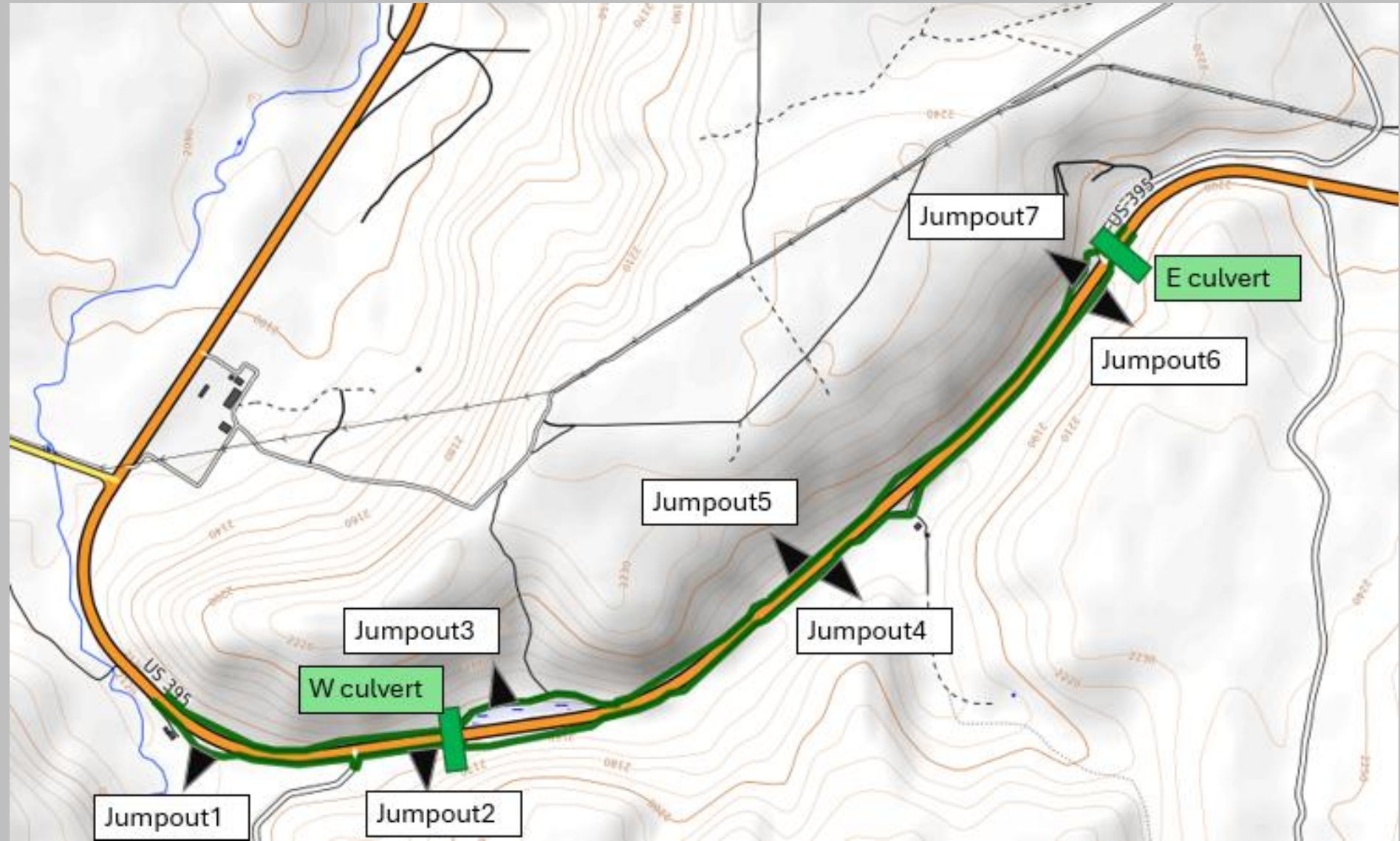
Components of a wildlife crossing

- 1. Crossing structure (overpass or underpass)
- 2. Directional Fencing
- 3. Jumpouts (escape ramps for animals that enter the fencing through the road)
- 4. Double cattle guards on lateral roads



Sonora Shoulders Crossing

- 1.8 miles of road fenced on both sides
- Two culverts
- Seven jumpouts
- Two double cattle guards
- Completed summer 2025



5-Year Monitoring Goals

Understand how deer interact with the structure

- + What proportion of deer use the crossing structure as designed?
- + Which specific aspects of the structure function as designed and which are candidates for future improvement?

Determine whether deer use increases over time

- + The scientific literature is surprisingly sparse on this, but the expectation is that deer acclimate to culverts and jumpouts so use of both should increase over time

Determine whether vehicle collisions decrease over time

- + Sonora Junction is a hotspot that has a consistent, low intensity (ie collisions are not high year-to-year, but they're very consistent). It will take several years to determine whether collisions decrease



Monitoring Efforts

Roadkill- Caltrans and CDFW continue to contribute to Caltrans' 20+ year roadkill dataset

Cameras- In summer 2025, as construction completed, 22 wildlife cameras were installed to monitor wildlife use of culverts, jumpouts and fence-ends

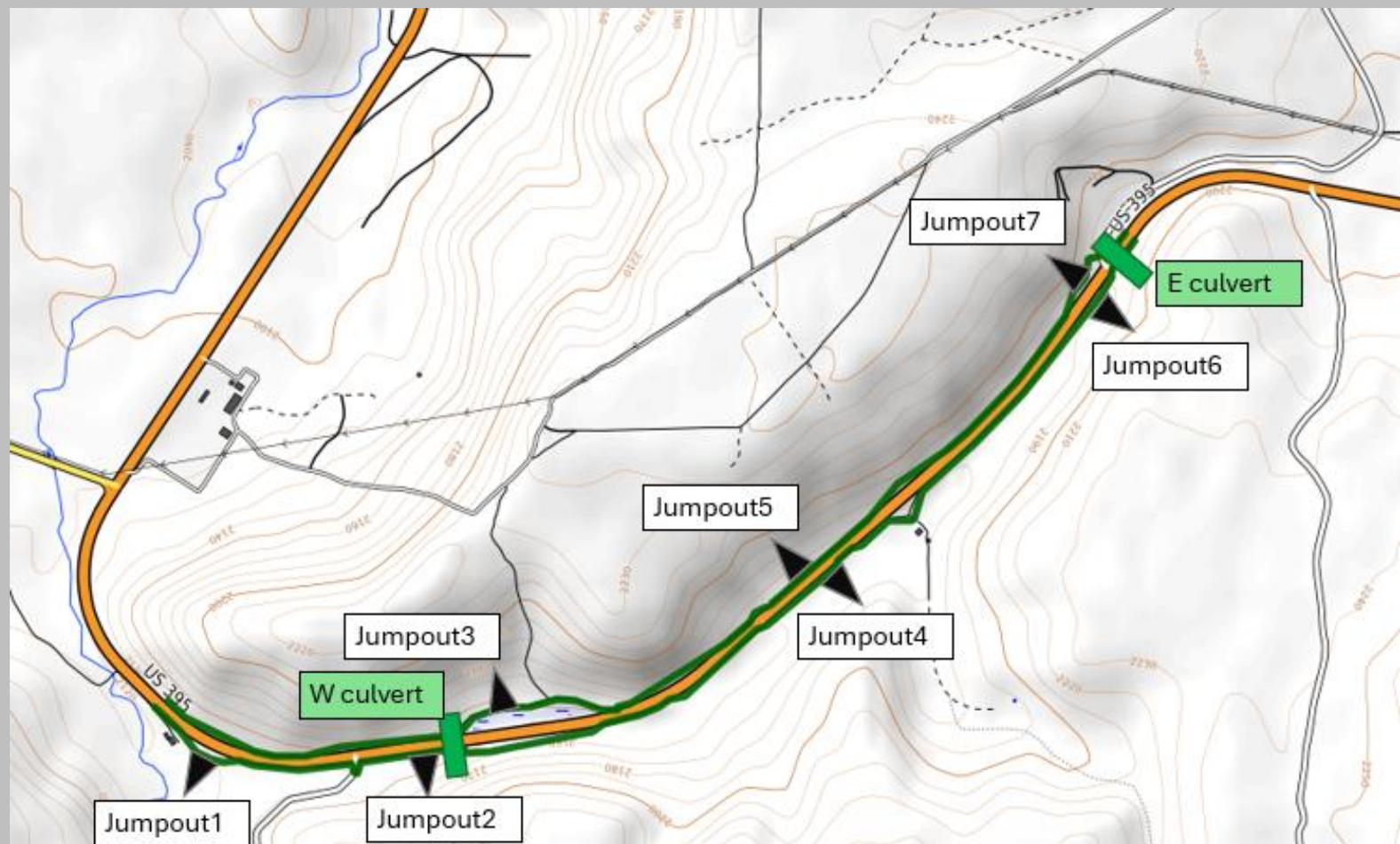
GPS collars- In addition to more than a hundred collars that have been placed on the West Walker Herd over the past two decades (mostly with low fix rates), 14 high fix rate collars were deployed in Apr 2026 to help understand impacts to migration routes



Structure effectiveness

Culvert Use

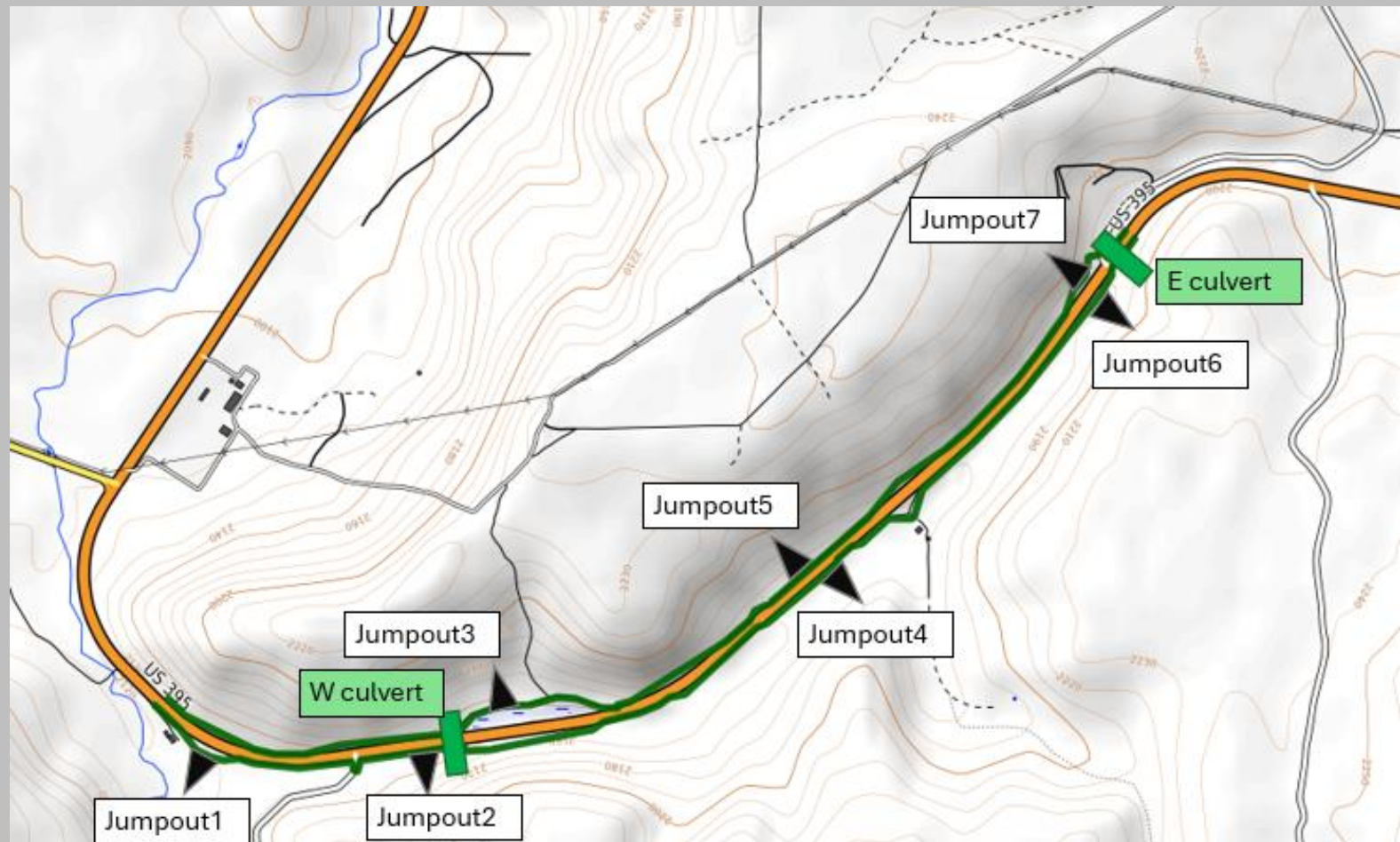
	Northbound (success)	Southbound (success)
Fall 2025		
East Culvert	2 (100%)	0 (0/3)
West Culvert	64 (79%)	15 (79%)
Spring 2026		
East Culvert	0 (0/0)	5 (100%)
West Culvert	10 (100%)	125 (67%)



Structure effectiveness

Jumpout Use

	Fall 2025 Escape (success)	Spring 2026 Escape (success)
Jumpout 1	0 (0/0)	44 (94%)
Jumpout 2	2 (67%)	4 (67%)
Jumpout 3	5 (63%)	15 (79%)
Jumpout 4	0 (0/0)	7 (88%)
Jumpout 5	1 (100%)	2 (100%)
Jumpout 6	0 (0/0)	1 (100%)
Jumpout 7	0 (0/5)	1 (50%)

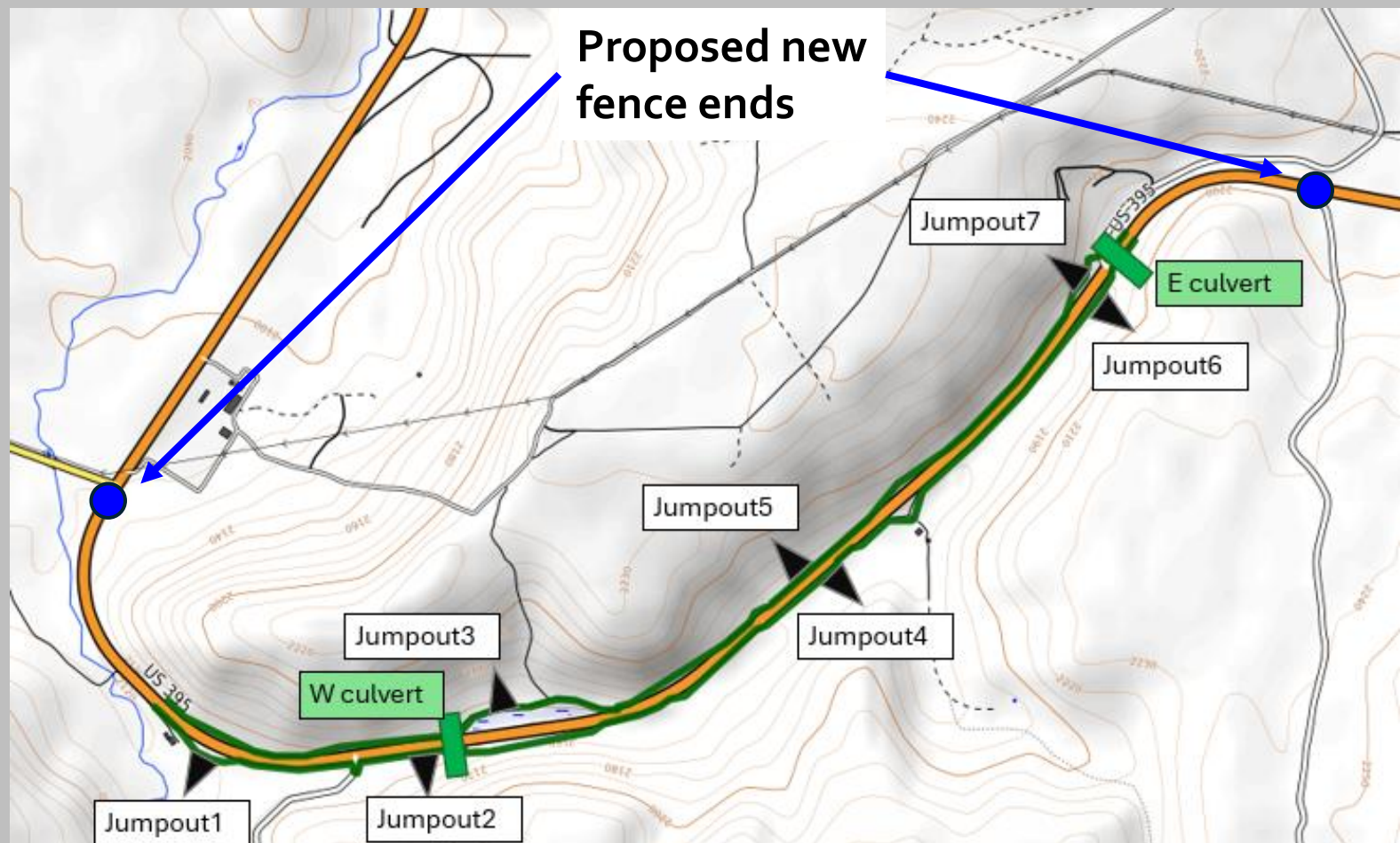


Moving forward...

Continued monitoring- camera work is planned for a total of 5 years

Fence extension- CDFW & Caltrans are seeking funding (\$350,000) to extend both fence ends to allow deer encountering the fence ends to cross at safer locations

East Culvert Use- Discussions are under way to find low-cost solutions to incentivize deer to use the east culvert

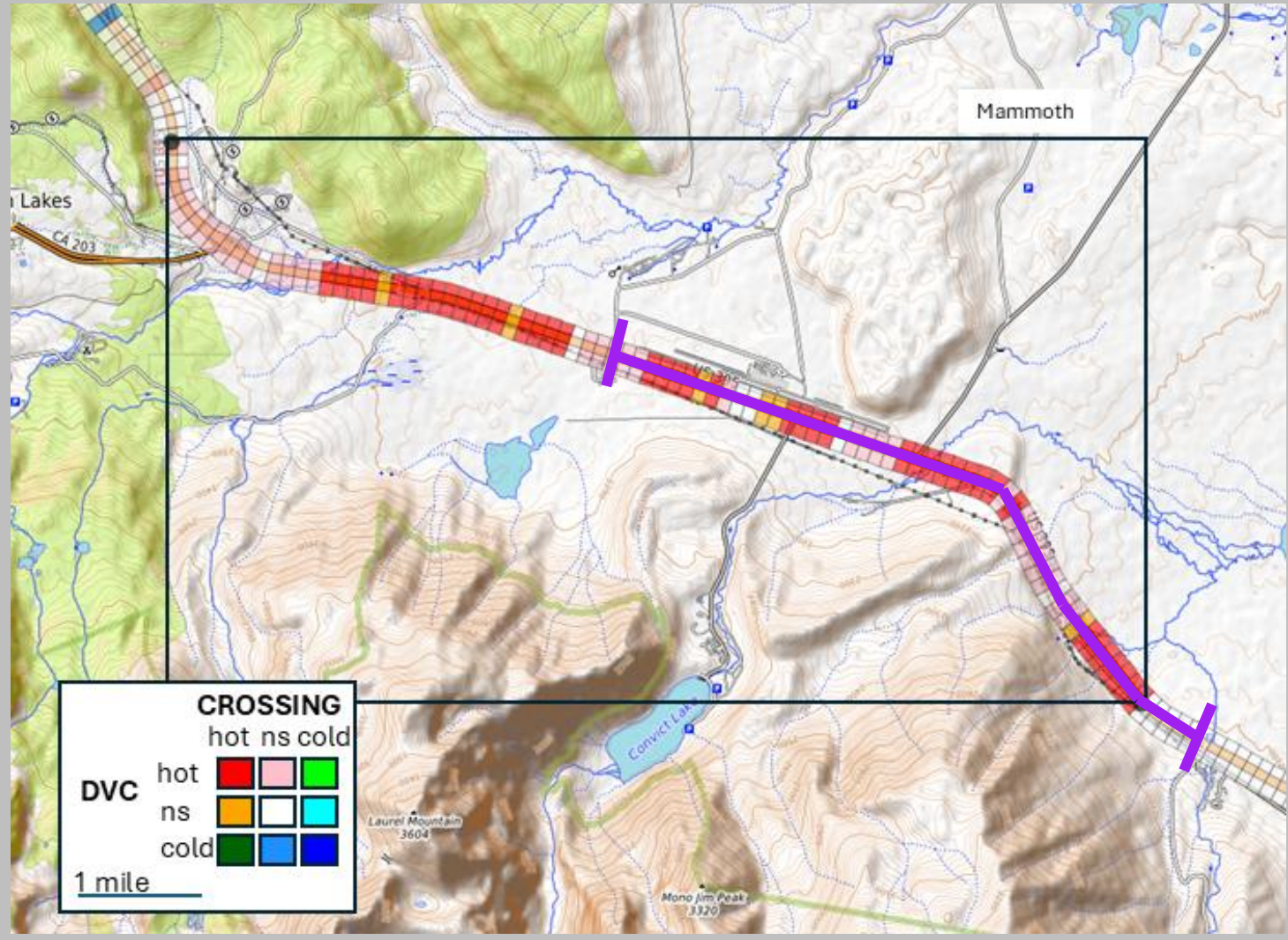


Moving forward...

Mammoth crossing project- Caltrans is in the planning phase. If funding can be secured for construction, (~ \$75M), the hope is to begin construction around 2029

Components- one overcrossing, one upgraded undercrossing, directional fencing

- Issues under discussion-**
1. current design only addresses half the roadkill hotspot
 2. fence end at the north end may have unintended negative outcomes



Caltrans District Transit Plans



Caltrans is developing District Transit Plans to identify transit infrastructure needs on the State Transportation Network (STN), and to prioritize transit-supportive improvements that address these needs.

The District Transit Plans are part of a broader statewide effort to reduce emissions and promote sustainable transportation across the State's diverse communities. The high-priority needs and improvements identified in the Plans can be used by Caltrans, transit agency partners, local jurisdictions, and MPO/RTPA staff to position critical transit projects on the STN for funding and implementation.

The District Transit Plans will focus on transit infrastructure-related improvements, such as bus priority treatments that improve service quality and reliability, as well as transit access-related improvements that ensure people biking, walking, and rolling have safe and convenient access to transit stops and stations on the STN.

Goals and Objectives

The District Transit Plans are guided by five overarching goals, which are designed to address transit needs across California's urban, suburban, rural, and tribal communities, while advancing statewide goals related to reliability, safety, equity, and climate resilience.



RELIABILITY & SERVICE: Enhance speed, reliability, and reach of transit services, especially in high-demand and underserved areas.



ACCESS: Support in pedestrian, bicycle, and ADA infrastructure that enables safe access to transit stops and connections to statewide networks.



CUSTOMER EXPERIENCE: Improve comfort, safety, and convenience at transit stops through amenities and better passenger information.



RESILIENCE & SUSTAINABILITY: Promote infrastructure that enables zero-emission transit and maintains systems in a state of good repair.



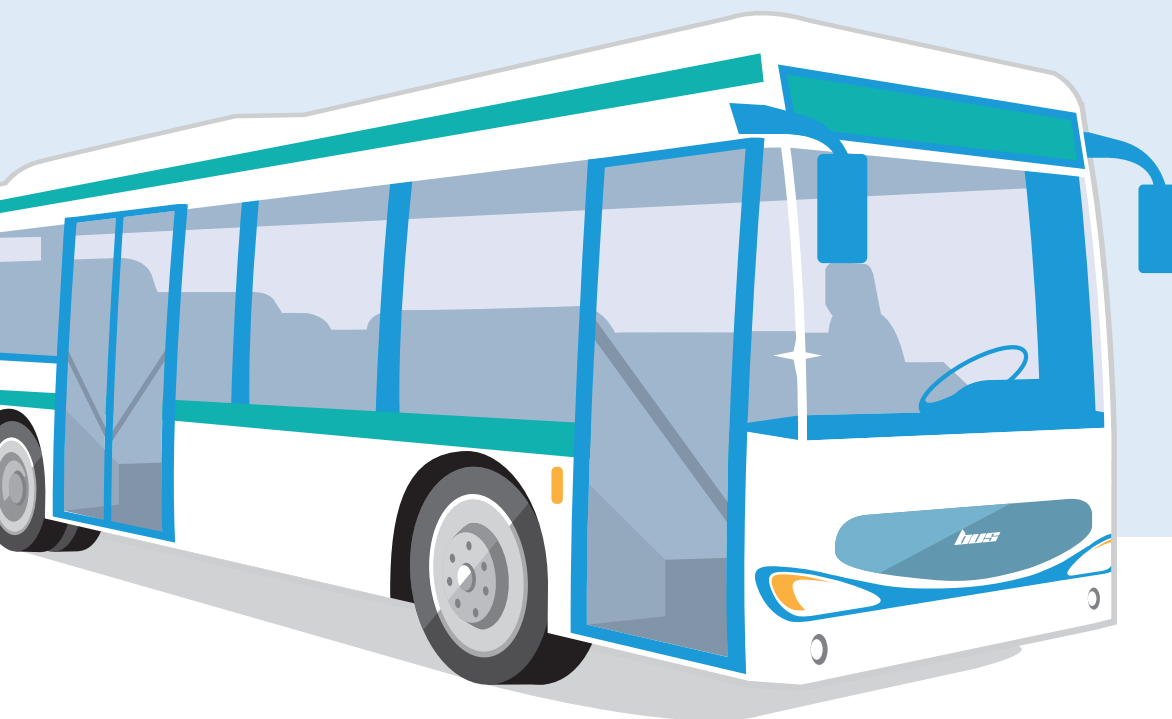
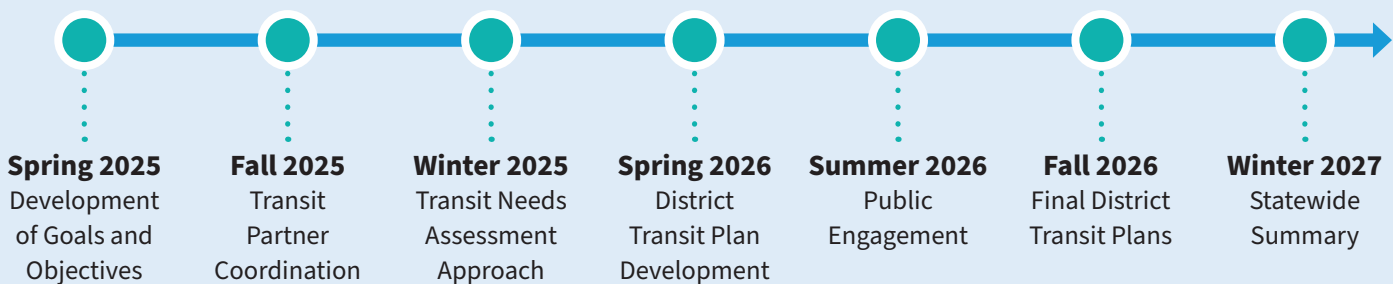
EQUITY: Enhance transit options for underserved and transit-dependent communities.

Engagement with Transit Partners

To ensure District Transit Plans reflect the real needs of transit agencies and the communities they serve, Caltrans has launched a coordinated statewide engagement effort with local and regional transit partners. Activities include:

- » Development of an online survey tool to gather input on transit infrastructure needs, gaps, and priority corridors on Caltrans-owned right-of-way.
- » One-on-one interviews and virtual focus groups with transit operators to understand location-specific challenges on the State right-of-way.
- » Direct participation from Caltrans and MPO staff to frame discussions and align input with district and statewide planning goals.
- » Public engagement to ensure community input shapes final transit plan priorities.

Timeline



Contact

Audrey Ogden

Audrey.Ogden@dot.ca.gov

Caltrans District Transit Plans FAQs



Caltrans does not operate or own transit, how can they help promote transit?

Caltrans supports transit by planning and delivering infrastructure improvements on the State Transportation Network (mostly on state highways) that make transit faster, safer, and more reliable. This includes infrastructure-related improvements such as transit priority lanes, bus-on-shoulder treatments, queue jumps, and reinforced bus pads. It also includes access-related improvements such as adding sidewalks, crosswalks, ADA-compliant curb ramps, and bicycle facilities that can help people safely reach transit stops and stations.

What will the District Transit Plans focus on?

The District Transit Plans will identify and prioritize transit-supportive infrastructure improvements on Caltrans-owned right-of-way, based on a thorough assessment of needs across the state network. For high-priority improvements, the Plans will outline implementation considerations to help position projects for funding and delivery through a range of potential state and federal sources.

What won't the District Transit Plans focus on?

The Plans will not address funding or subsidies for transit operations, nor will they cover rolling stock or other non-infrastructure assets. They will not address needs or improvements outside of Caltrans-owned right-of-way, make changes to Caltrans policies or procedures, or evaluate programmatic needs such as plans and studies. The focus remains on infrastructure improvements that Caltrans can implement within its jurisdiction.

How will transit assets on state-owned highways be managed and maintained?

Transit assets on the State Transportation Network that are owned by local agencies or transit providers—such as shelters, benches, and real-time information signs—require formal maintenance agreements between Caltrans and the owning agency. These agreements clarify responsibilities for upkeep, safety, and compliance with state and federal standards. The District Transit Plans will provide a high-level assessment of maintenance considerations for high-priority improvements to ensure their long-term functionality and protect shared investments.



What funding mechanisms can be leveraged to advance the District Transit Plans?

The District Plans will help position high-priority improvements for funding through programs like the State Highway Operation and Protection Program (SHOPP), which focuses on safety and operational improvements on the State Transportation Network. Additional opportunities include Senate Bill 1 (SB 1) programs such as the Solutions for Congested Corridors Program, Local Partnership Program, and the Active Transportation Program, as well as the Transit and Intercity Rail Capital Program (TIRCP). Federal sources, including formula and discretionary grants, may also support implementation when projects align with eligibility requirements.

How do the District Transit Plans align with other statewide efforts to promote transit?

The District Transit Plans are designed to implement the vision set by the Caltrans Director's Transit Policy, which commits Caltrans to integrating transit features into the State Transportation Network and improving multimodal connectivity. They also serve as a building block for the California Statewide Transit Plan, which establishes a unified vision for a seamless, reliable, and accessible statewide transit network. Together, these efforts ensure that district-level priorities align with long-term statewide goals for equity, sustainability, and integrated, multimodal transportation systems.



How will transit operators be involved in the Caltrans District Transit Plans?

Transit operators will be engaged through interviews, focus groups, and surveys during fall of 2025 and spring/summer of 2026. Input received on high-priority needs and improvements related to service reliability, access and connectivity, customer experience, resilience and sustainability, and equity will directly inform the evaluation and prioritization of needs and improvements.

How will the public be involved?

Community engagement will occur in 2026. Community members will be invited to provide feedback on proposed strategies and improvements through accessible and inclusive outreach methods.

Will there ever be a time that Caltrans builds a transit facility?

With the recent passage of SB 960, Caltrans is working towards meeting the various requirements set forth in the bill. SB 960 requires Caltrans to set targets for active transportation and transit improvements in State Highway Operation and Protection Program (SHOPP) projects and add elements for people biking, walking, and taking transit when it repairs roadways. It will also establish a transit priority policy, placing greater emphasis on transit improvements on state roadways. As such, it is possible that Caltrans may build transit facilities in the future.

Will Caltrans develop design templates for different types of transit facilities?

Caltrans will determine how to provide design support such as standards and design templates. Caltrans will engage with local partners and transit operators to identify needs.



Caltrans District Transit Plans

Transit Partner Engagement, Spring 2026

May 2026

steer

1

Agenda

- District Transit Plans Overview – 5 mins
- Fall Engagement Recap (*confirm what we heard*) – 5 mins
- Transit Improvements Discussion (*identify potential solutions*) – 15 mins
- Needs Assessment Results (*validate what the data shows*) – 30 mins

2 | Caltrans District Transit Plans

steer

2

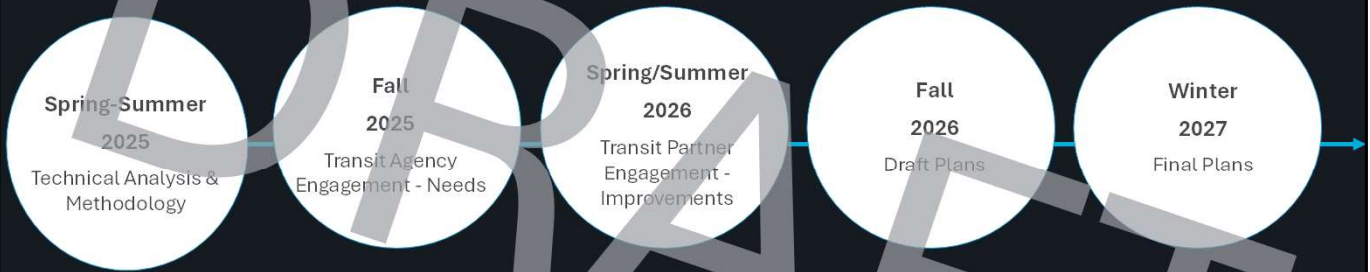
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District Transit Plans Project Overview

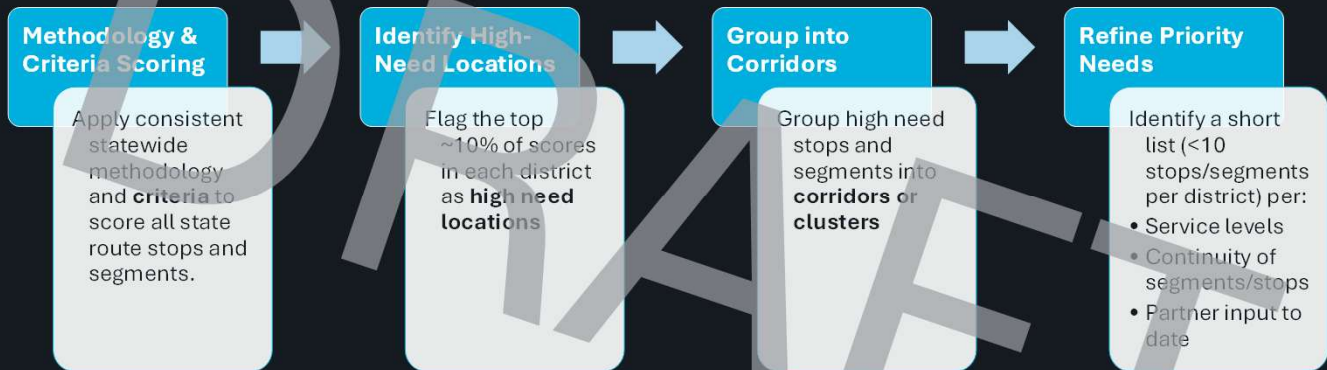
Identify and prioritize transit infrastructure needs on State routes and position improvements for funding and implementation.

Timeline

We Are Here



Identifying High-Priority Needs



Identifying High-Priority Needs

Transit Priority Assessment (SEGMENT level)

#	There is a need where...
1	Service is unreliable (high variation in transit speeds)
2	Transit speeds are slow
3	Road quality is poor
4	Unmet transit demand
5	Presence of disadvantaged communities

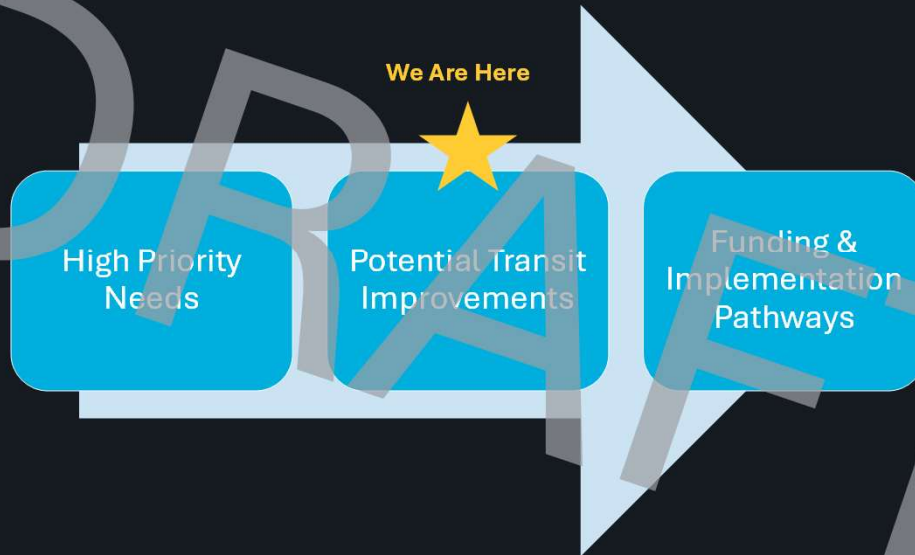


Transit Access Assessment (STOP level)

#	There is a need where...
1	Safety issues near stops (collisions)
2	Limited first-last mile access (bike/ped)
3	Limited ADA access (ramps)
4	Poor weather conditions
5	Supportive multimodal connectivity (mobility hubs, park n rides)
6	Connection to rail/key transit stops
7	Unmet Transit Demand
8	Presence of Disadvantaged Communities



Identifying Transit Improvements



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Transit Improvements

- **Based on the transit challenges and high-need locations discussed so far, please consider:**
 - Are there any potential improvements that will not work where you operate?
 - Are there any that we should prioritize? Where and why?
 - Do you have any ongoing projects or initiatives related to these needs or improvements? If so, where?
 - Is there anything not listed here that could address the needs and challenges?

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Transit Improvements – Transit Access Elements

Multimodal Connections that help people access transit whether walking, biking, scooting, driving, or using a mobility device

Bicycle Infrastructure



Park n Ride / Pick-Up & Drop-Off Area



Pedestrian Infrastructure



Secure Bicycle Storage



Micromobility Parking



ADA Accessible Features



9 | Caltrans District Transit Plans

Transit Improvements – Transit Access Elements

Transit Stop Amenities that help people safely, easily, and comfortably access transit.

Shelter & Weather Protection



Lighting



Seating



Signage & Wayfinding



10 | Caltrans District Transit Plans

Transit Improvements – Transit Access Elements

Bus Boarding Improvements that reduce conflicts and help people access transit more safely.

Bus Bulb / Pull Out



Median Bus Boarding



New or Relocated Stop



Freeway Access Stations



11 | Caltrans District Transit

11

Transit Improvements – Transit Priority Elements

Dedicated Lanes that enable buses to bypass congestion

In Mixed Traffic Conditions

On Freeways

Bus-Only or Dynamic Lanes



Bus Only Turn Lanes



HOV/Managed Lanes



Bus + Bike Lanes



Bus-on-Shoulder Lanes



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Transit Improvements – Transit Priority Elements

Transit Priority Enhancements that improve speed, reliability, and boarding times



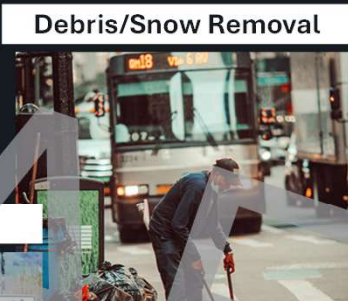
13 | Caltrans District Transit Plans



13

Transit Improvements – Transit Priority Elements

Infrastructure Improvements to improve speed, reliability, and ease of operations



14 | Caltrans District Transit Plans

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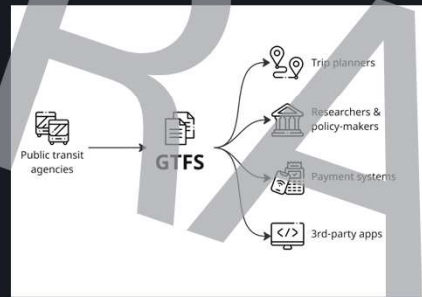
Transit Improvements – Transit Priority Elements

Digital Infrastructure to improve customer experience, information, and operations

Real-Time Information



Data Standards (GTFS-rt, APIs)



Depot / On-route / In-lane Bus Charging



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District 9 – Fall Engagement Recap

Needs we heard from you....



Safety & Accessibility

Pedestrian conflicts (US-395 in Bishop); limited bike/ped access to stops; limited ADA-compliant facilities

35



Weather & Climate

Disaster, evacuation, climate vulnerability needs; harsh weather impacts infrastructure

29



Stop Conditions

Poor lighting; lack of shelter

20



Speed & Reliability

Slow transit speeds across long, rural corridors; service disruptions due to weather

4



Connectivity & Coverage

Limited transit coverage across large, rural geographies; poor interregional connections

Focus Groups



Institutional Capacity

Limited staff capacity and need for technical assistance/coordination

Focus Groups

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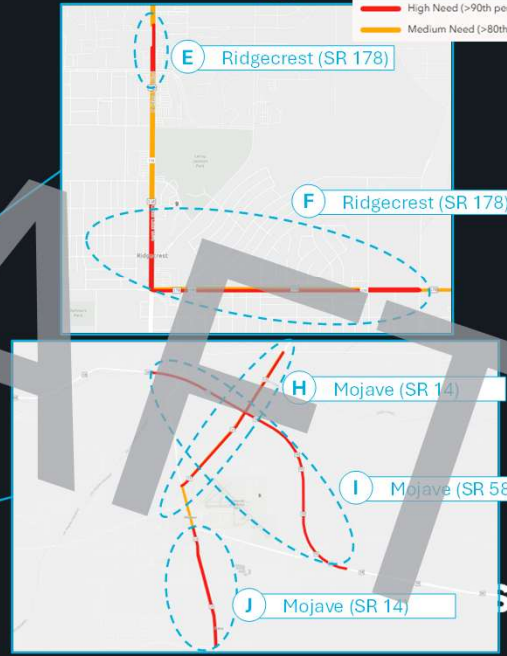
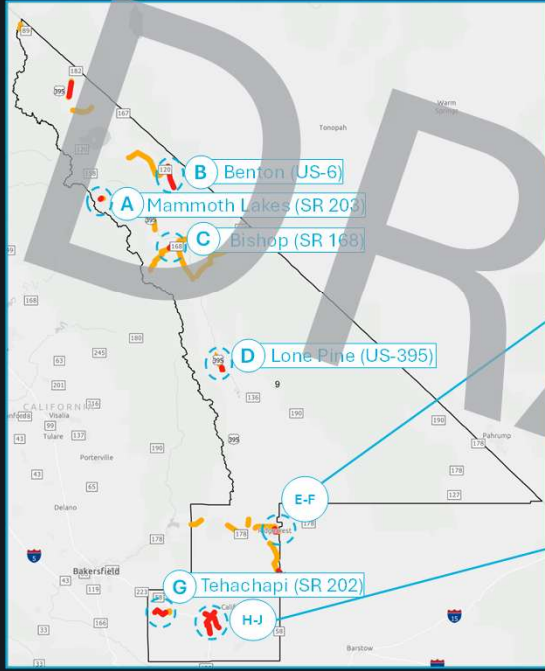
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District 9 – Needs Assessment



High need segments

- High Need (>90th percentile)
- Medium Need (>80th percentile)

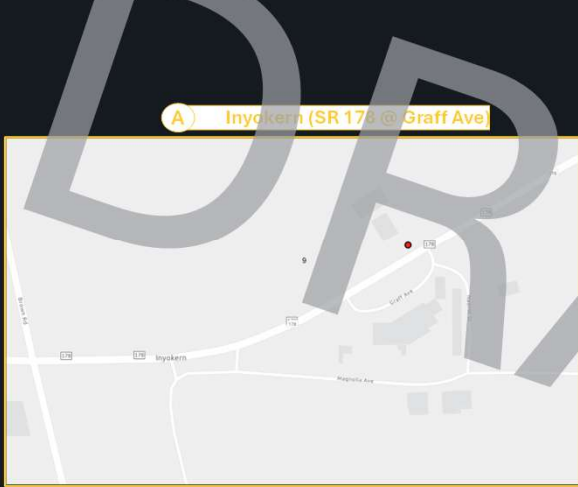


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District 9 – Needs Assessment



High need stops



18 | Caltrans District Transit Plans



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Thank you

Please contact:

Sara Steinberger
Project Manager, Steer
Sara.Steinberger@steergroup.com

Audrey Ogden
Contract Manager, Caltrans HQ
Audrey.Ogden@dot.ca.gov

DRAFT



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June 8, 2026

TO: Mono County Local Transportation Commission

FROM: Deanna Tuetken, Fiscal & Administrative Services Officer

RE: FY 2026-27 State Transit Assistance Fund (STA) apportionment and allocation

RECOMMENDATION

Adopt Resolution R26-02 approving the apportionment and allocation for State Transit Assistance 2026-27 fiscal year.

FINANCIAL IMPLICATION

The 2026-27 estimate, as provided by the State Controller's Office for STA funding, is \$293,249. Allocation of these funds is guided by the Transportation Development Act. This is \$34,663 less than the 2025-26 STA estimate.

DISCUSSION

The State Controller has estimated that Mono County's share of the STA 2026-27 allocation is \$293,249 as per the attached, with \$115,292 from PUC 99313 and \$177,957 from PUC 99314. The allocation is based on the Public Utilities Code sections 99313 and 99314. It should be noted that the Section 99314 allocation is based on the Annual Report of Financial Transactions of Transit Operators, as submitted by Eastern Sierra Transit Authority (ESTA). Reporting requirements result in ESTA submitting one report for all services in Inyo and Mono counties. Therefore, the Section 99314 allocation reflects the regional allocation for both counties. Note that 30% (\$53,387) of the 99314 funds will be directed to Inyo County. Staff has a claimant letter on file from ESTA for these funds, as required by the Transportation Development Act and State Law (Public Utilities Code Section 99313 and 99314). The attached resolution allocates these funds to ESTA for transit operations as a pass-through entity.

For questions regarding this item, please contact Deanna Tuetken at 760.924.1816.

ATTACHMENTS

1. State Controller Allocation Estimate FY 2026-27
2. Resolution R26-02

State Controller's Office			
State Transit Assistance			
Allocation Detail of State Transit Assistance Pursuant to Public Utilities Code (PUC) section 99313.			
Fiscal Year 2026-2027 Preliminary Estimate			
For assistance, please contact Lucas Rasmussen at 916-323-1374 or at LRasmussen@sco.ca.gov.			
County	PUC Section 99313 Funds from Revenue and Taxation Code sections 7102(a)(3), 6051.8(a), and 6201.8(a)	PUC Section 99313 Funds from Revenue and Taxation Code sections 6051.8(b), and 6201.8(b)	PUC section 99313 Total Amount
Mono County Local Transportation Commission (Mono County Treasurer)	\$63,688.00	\$51,604.00	\$115,292.00

State Controller's Office				
State Transit Assistance				
Allocation Detail of State Transit Assistance Pursuant to Public Utilities Code (PUC) section 99314.				
Fiscal Year 2026-2027 Preliminary Estimate				
For assistance, please contact Lucas Rasmussen at 916-323-1374 or at LRasmussen@sco.ca.gov.				
Regional Entity and Operator(s)	Revenue Basis	PUC Section 99314 Funds from Revenue and Taxation Code sections 7102(a)(3), 6051.8(a), and 6201.8(a)	PUC Section 99314 Funds from Revenue and Taxation Code sections 6051.8(b), and 6201.8(b)	PUC section 99314 Total Amount
Mono County Local Transportation Commission				
Eastern Sierra Transit Authority	\$2,824,223	\$98,304.00	\$79,653.00	\$177,957.00

RESOLUTION R26-02
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2026-27

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion State Transit Assistance (STA) funds; and

WHEREAS, the State Controller has estimated **\$293,249** of State Transit Assistance funds for public transportation to the Mono County LTC for fiscal year 2026-27; and

WHEREAS, the MCLTC has received a request from the Eastern Sierra Transit Authority to allocate the STA funds for transit operations in Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission does hereby allocate FY 2026-27 STA estimated funds in the amount of **\$293,249** to the Eastern Sierra Transit Authority. If additional funds are received, they will also be allocated to Eastern Sierra Transit Authority. If less funds are received, the lesser amount will be allocated to Eastern Sierra Transit Authority.

BE IT FURTHER RESOLVED that this action is taken in conformance with the Mono County Regional Transportation Plan (RTP); with the Commission’s earlier action defining current “Unmet Transit Needs” and those that are “Reasonable to Meet”; and in conformance with requirements of Public Utilities Code Sections 99313 and 99314.

PASSED AND ADOPTED this 8th day of June 2026 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Paul McFarland, Chair
Mono County Local Transportation Commission

Attest:

Heidi Willson, Secretary

Approved as to form:

Emily Fox, County Counsel

Mono County Local Transportation Commission

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June 8, 2026

TO: Mono County Local Transportation Commission

FROM: Wendy Sugimura, Co-Executive Director
Deanna Tuetken, Fiscal & Administrative Services Officer

RE: FY 2026-27 Local Transportation Fund (LTF) Apportionment and Allocation

RECOMMENDATION

Approve Resolution R26-03 approving the apportionment and allocation for the 2026-27 Local Transportation Fund.

FINANCIAL IMPLICATIONS

The 2026-27 estimate from the Mono County Auditor/Controller's Office for LTF funding is \$947,686. Allocation of these funds is guided by the Transportation Development Act. This is \$45,715 above the 2025-26 estimate.

DISCUSSION

The Mono County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering the Local Transportation Fund (LTF) in accordance with the Transportation Development Act. The Local Transportation fund is comprised of 0.25% of local sales and use tax distributed by the State Board of Equalization monthly based on sales tax collected in each county. Annually, the Mono County director of finance provides the Local Transportation Commission with an estimate for the Local Transportation Fund revenue for the upcoming fiscal year based on a 10-year rolling average. The Mono County LTF 2026-27 estimate is \$947,686. This does not account for 2025-26 LTF revenues above projections. The Mono County LTC received claimant letters from Eastern Sierra Transit Authority (ESTA), Yosemite Area Regional Transportation System (YARTS), and Mono County Social Services.

Each year, the LTC must adopt a resolution establishing how these funds will be allocated. Based on the Transportation Development Act, Auditor's 2026-27 estimate, the submitted claimant letters, and direction from the Commission, LTC staff proposes the attached Resolution R26-02. Changes to proposed allocations from last year include the following:

- **YARTS operations** increased from \$40,000 to \$41,000 – YARTS requested the minimal increase. The rational has been requested but not provided. The funding is available to accommodate this request. A more global discussion of the funding needed by YARTS may be warranted separate from this agenda item as well.
- **YARTS free reservations** – Last year, Mono County offered free YARTS reservations for Mono County residents at a cost of \$436. The proposed allocation this year is \$2,000 in anticipation of expanded outreach.

The Mono County LTC Handbook sets the reserve at no more than 15% of **\$947,686**, or

\$142,153 for FY 2026-27. The current reserve is estimated at **\$232,313**, which leaves an excess of **\$90,160**. This excess reserve amount will be brought back to the Commission to allocate separately at a later date. Potential projects include:

- Transit for June Mountain Ski Area during winter months (raised during unmet transit needs)
- Transit serving June Lake Beach during summer months (raised during unmet transit needs)
- YARTS funding
- Set-aside for a rolling stock capital fund, or other type of capital fund

For questions regarding this item, please contact Wendy Sugimura at 760.924.1814 or Deanna Tuetken at 760.924.1816.

ATTACHMENT: Resolution R26-03

RESOLUTION R26-02
A RESOLUTION OF THE MONO COUNTY LOCAL TRANSPORTATION COMMISSION
ALLOCATING LOCAL TRANSPORTATION FUNDS FOR FISCAL YEAR 2026-27

WHEREAS, the Mono County Local Transportation Commission (MCLTC) is the designated transportation planning agency pursuant to Government Code Section 29535 and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to apportion and allocate Local Transportation Funds (LTF); and

WHEREAS, the County auditor has estimated that **\$947,686** of MCLTC moneys will be available for apportionment in fiscal year 2026-27.

WHEREAS, in accordance with the adopted MCLTC Handbook, which states "*deferred LTF revenue should be managed to generally maintain no less than 5% or more than 15% of annual allocations unless funds are set aside for a specific purpose such as a grant match,*" the reserve should be maintained at no more than 15% of **\$947,686**, or **\$142,153**. The reserve is currently estimated at **\$232,313** and therefore no funding is proposed to be allocated to the reserve in FY 26-27. The **\$90,160** of excess reserve will be brought back to the Board for allocation separately at a later date.

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 1:

- In accordance with the adopted MCLTC Handbook, **\$12,500** of LTF has been committed to LTF auditing and **\$6,300** to administration per 99233.1; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 2:

- In accordance to the adopted MCLTC Handbook, **\$10,000** of LTF has been committed to LTF planning and programming per 99233.2; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 3:

- Based upon prior action of the MCLTC, and in accordance with 99233.3 of the Transportation Development Act, 2% of the remaining LTF, or **\$18,378**, will be "set aside" for bike path construction. The 2026-27 apportionment/allocation is the first year of a three-year allocation to the Town of Mammoth Lakes; and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 6:

- In accordance with 99233.7 of the Transportation Development Act, **\$25,000** (less than 5% of the remaining LTF), is available for administration for ESTA serving as the Mono County Consolidated Transportation Service Agency (CTSA); and

WHEREAS, pursuant to the Transportation Development Act, the following funds are allocated and apportioned under priority 7:

- **\$40,000** of LTF will be allocated and apportioned to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults,
- **\$41,000** of LTF will be allocated and apportioned to YARTS for operating costs,
- **\$2,000** of LTF will be allocated and apportioned to YARTS for reservations,

WHEREAS, the MCLTC has accepted the pending ESTA-proposed Mono County and Town of Mammoth Lakes transit system budget of **\$792,508** for FY 2026-27; and

WHEREAS, the remaining available LTF moneys, **\$792,508** will be split 58% for the Town of Mammoth Lakes and 42% for Mono County; and

WHEREAS, if revenues exceed projections, the following allocations and apportionments will apply:

- Up to 15% to be placed in reserve up to a maximum of 15% of total annual revenue (per the MCLTC Handbook),
- 2% of remaining LTF will be “set aside” for bike path construction,
- 58% of balance to the Town of Mammoth Lakes; and
- 42% of balance to Mono County.

NOW, THEREFORE, BE IT RESOLVED that the Mono County Local Transportation Commission hereby allocates **2026-27 LTF** moneys as follows:

1. **\$12,500** for LTC annual audit costs for the LTF, Public Utilities Code 99233.1
2. **\$6,300** for LTC administration for the LTF, Public Utilities Code 99233.1
3. **\$10,000** for LTC planning and programming, Public Utilities Code 99233.2
4. **\$18,378** or 2% of remaining LTF moneys for bicycle path “set-aside” to the Town of Mammoth Lakes
5. **\$25,000** (included in the ESTA budget) is apportioned and allocated to Eastern Sierra Transit Authority for CTSA administration, Public Utilities Code 99233.7
6. **\$40,000** of remaining LTF to the Mono County Senior Program for medical escort service for seniors and other transit-dependent adults
7. **\$41,000** is apportioned and allocated to YARTS for FY 2026-27 for operating costs
8. **\$2,000** is apportioned and allocated to YARTS for FY 2026-27 reservations
9. **\$792,508** of remaining LTF, Public Utilities Code 99400 (c) apportioned and allocated to Mono County and the Town of Mammoth Lakes for system operations (**Town \$459,655; County \$332,853**).

BE IT FURTHER RESOLVED that the Mono County Local Transportation Commission does hereby apportion and allocate 2026-27 LTF moneys in excess of budget projections as follows:

1. The following split will be used:
 - a. 5-15% of annual revenue to be placed in reserve (per the MCLTC Handbook) up to a maximum total reserve balance of 15% of annual allocations
 - b. 2% to be placed in the bicycle path “set-aside”
 - c. 58% of balance to the Town of Mammoth Lakes
 - d. 42% of balance to Mono County

BE IT FURTHER RESOLVED that this action is taken in conformance with the Mono County Regional Transportation Plan (RTP) and with the Commission’s earlier action defining current “Unmet Transit Needs” that are “Reasonable to Meet.”

PASSED AND ADOPTED this 8th day of June 2026, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Paul McFarland, Chair
Mono County Local Transportation Commission

Attest:

Heidi Willson, Secretary

Approved as to form:

Emily Fox, County Counsel

Local Transportation Commission (LTC) Co-Executive Director Report

June 1, 2026

Administration

- The FY 26-27 Overall Work Program (OWP) was submitted on time to Caltrans. (Thank you, Clark!)
- Staff meet to review FY 25-26 OWP expenditures to ensure funding is spent down and stays within budget.

Meetings

- Staff and Caltrans coordination meetings
- Staff and Chair coordination emails
- Meeting to review Sonora Junction wildlife crossing data

Trainings - nothing to report

Programs

- Multi-Jurisdictional Hazard Mitigation Plan update – FEMA returned comments, response/revisions being prepared.
- Continued correspondence re: ESTA’s hydrogen fuels study.
- Significant staff time and effort on the Active Transportation Plan (ATP) application for Lee Vining Main Street. A big thank you to Caltrans for their coordination and Public Works staff for their assistance.

Grant & Funding Tracking

- ATP application for Lee Vining Main Street in development (see above).
- The Active Transportation Plan Technical Assistance (TA) grant is being used to help refine the Lee Vining ATP grant application.
- A Sustainable Communities Transportation Planning grant application for a Walker Complete Streets project is under early discussion for the fall cycle.
- Staff continues to follow up on SB 125 grant funds that have never been awarded for a YARTS project.
- The Town applied for a Safe Streets and Roads for All (SS4A) grant. The proposed project would provide recessed thermoplastic road striping on three main arterials roads and 5 pedestrian activated crosswalk beacons at high use intersections.

Legislative Updates

The Rural Counties Task Force (RCTF) is tracking the following legislative bills; thanks to Olya Egorov for these summaries:

AB 2059

- “This bill would ... specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties [under CEQA].” Link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2059
- *May benefit the County.*

AB 2679

- “This bill would require the Controller, with respect to the revenues apportioned to cities [under the Road Maintenance and Rehabilitation Program], to apportion a minimum of \$200,000 to each city, regardless of its population size, in the 2027–28 fiscal year and each fiscal year thereafter.” Link: <https://legiscan.com/CA/text/AB2679/id/3371295>

- *May benefit the Town.*

AB 2168

- “This bill would instead require the [Active Transportation Program] guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and school bus stops by biking and walking, as specified, and projects that **will expand access to transit in underserved or rural areas**. This bill would require the [Active Transportation Program] guidelines with regard to project selection to also include as criteria recommendations to maximize commitments of state transportation improvement program funds to projects funded by the program.” Link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2168
- *May benefit both the Town and County.*

SB 1087

- “This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report.” Link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1087
- *Not applicable to the Town or County.*

SB 1423

- “This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032.” Link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1423
- *Seems like a minor change with no notable impacts.*

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.