

ESTA BOARD AGENDA

Regular Meeting

Wednesday, June 24, 2026 at 11:00 AM

IN-PERSON MEETING: Town of Mammoth Lakes Council
Chambers 437 Old Mammoth Rd., Ste.
Z, Mammoth Lakes, CA 93546

REMOTE LOCATION: City of Bishop Council Chambers
301 West Line St.
Bishop, CA 93514

Chairperson: Chris Bubser

Vice-Chairperson: Dennis Freundt

Board Members:

Chris Bubser (Mammoth Lakes)
Karen Schwartz (Bishop)
Dennis Freundt (Bishop)
Trina Orrill (Inyo County)

Jeff Griffiths (Inyo County)
Lynda Salcido (Mono County)
Bill Sauser (Mammoth Lakes)
Paul McFarland (Mono County)

Note: In compliance with the Americans with Disabilities Act, if an individual requires special assistance to participate in this meeting, please contact Eastern Sierra Transit at (760) 872-1901 ext. 15 or 800-922-1930. Notification 48 hours prior to the meeting will enable the Authority to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 13.102-35.104 ADA Title II)

Voice recorded public comment: To submit public comment via recorded message, please call 760-872-1901 ext. 12 by 4pm Wednesday, December 10. Email public comment: To submit an emailed public comment to the Board please email pmoores@estransit.com by 4pm Wednesday, December 10, and provide your name, the number(s) on which you wish to speak, and your comment. These comments will be shared with all attending Board members.

Join the ZOOM meeting on your computer or mobile device by using this link:

<https://us02web.zoom.us/j/7608711901?pwd=VS9TeE4rU0NleWFCY0JTOVhzaJkEYQT09&omn=85116276150>

Meeting ID: 760 871 1901
Passcode: 753752

Begin Recording Meeting & Call to Order

Roll Call

Pledge of Allegiance

Public Comment*: The Board reserves this portion of the agenda for members of the public to address the Eastern Sierra Transit Authority Board on any items not on the agenda and within the jurisdiction of the Board. The Board will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

A. Consent Agenda (Board Action Required)

The following items are considered routine and non-controversial by staff and will be approved by one motion if no member of the ESTA or public wishes an item removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by ESTA Board members, without the removal of the item from the Consent Agenda.

- A-1 Approval of Meeting Minutes from the the April 22, 2026 ESTA Board of Directors Meeting.

B. Information Agenda (Receive and File Only)

- B-1 Triennial Audit Report
 - The Triennial Audit includes five elements: Compliance Requirements, Prior Recommendations, Analysis of program data reporting, Performance Audit and Functional review. Kathy Chambers of Moore & Associates will discuss report and results.
- B-2 Executive Directors Report
 - Report from the Executive Director on current ESTA operations
- B-3 Financial Report
 - Report from Staff on the fiscal year 2025-2026 budget

C. Closed Session The Board will meet with staff in closed session without the public present.

N/A

C-4 Report on Closed Session as required by law.

N/A

D. Action Agenda

- D-1 Contract for Legal Services with Mono County
- The Office of the Mono County Counsel will take over the provision of Legal Services to ESTA, replacing Inyo County Counsel's Office. Staff recommends the Board approve this change and the AGREEMENT BETWEEN THE EASTERN SIERRA TRANSIT AUTHORITY AND THE COUNTY OF MONO FOR LEGAL SERVICES TO BE PROVIDED BY THE OFFICE OF THE MONO COUNTY COUNSEL with an effective date of June 25, 2026 and authorize the Board chair to sign.
- D-2 Mammoth Dial-A-Ride Transit (DART) Holiday Schedule
- Mammoth Lakes DART currently only operates on ESTA holidays when a passenger calls 24 hours in advance. With ESTA receiving multiple same day requests for this service on weekday holidays, staff is requesting and recommends the Board approve additional service for Mammoth Lakes DART weekday holiday service.
- D-3 Electric Vehicle Purchase Using Low Carbon Operations Program (LCTOP) Funds
- Staff recommends the Board consider and approve the purchase of a Ford Transit 350EL Van from Model1, aftermarket bike rack and infrastructure upgrade, being fully funded from LCTOP funds not to exceed a total price of \$150,000.
- D-4 Purchase of Zero-Emission Vehicles
- Staff recommends the Board consider and approve the purchase of Zero-Emission vehicles as included in the FY 26/27 budget at an estimated cost of \$397,500. ESTA will submit a request to Mono and Inyo County Local Transportation Commissions (LTC) for reimbursement using Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital (ZETCP) funds from California State Transportation Agency (CalSTA).
- D-5 Regional Hydrogen Implementation Plan Budget Amendment
- Staff recommends the Board consider and approve a \$170,000 addition to the FY 2025/2026 Operating Budget for payment and reimbursement of the Regional Hydrogen Implementation Plan.
- D-6 FY 26/27 Budget
- Staff recommends the Board consider and approve the proposed FY 2026/27 Operating and Capital budget.

D-7 Charter Rate Change

- Request to update hourly charter rates to reflect current expense to operate. The current hourly rate for a charter is \$150 per hour. The new pricing would be as follows; Private Charter 4 hour minimum \$740.00 with each additional hour at \$185, QHSO Charters 4 hour minimum \$400 with each additional hour \$100.

E. Board Member Comments

E-1 Board members comment on ESTA and home jurisdictions

F. Adjournment

The next meeting of ESTA's Board will be August 26, 2026. Check the ESTA website for details on attending the meeting.

**Eastern Sierra Transit Authority
Minutes of May 11, 2026 Meeting**

Call to Order - 2:06pm Monday, May 11, 2026

Chairperson Bubser called The meeting of Eastern Sierra Transit Authority to order at 2:06pm from the remote location of Town of Mammoth Lakes Council Chambers, 437 Old Mammoth Rd Suite Z., Mammoth Lakes and in the primary location of Eastern Sierra Community Bank Conference Room, 351 N Main St, Bishop, CA

ROLL CALL

A quorum was established.

PRESENT:

Co-Chairperson Freundt, Boardmembers Orrill, Schwartz, Griffiths in person.
Chairperson Bubser, Boardmember's Salcido, McFarland, Sauser were present remotely

ABSENT:

None

Pledge of Allegiance

Boardmember Sauser led the Pledge of Allegiance.

Public Comment: None

Consent Agenda:

Approval of Minutes from previous board meeting April 22, 2026

Board passes approval for the Consent Agenda items
4 present, 4 remote

Information Agenda:

To receive and file, Operations report and the Financial report
motioned by Boardmember Sauser and 2nd by Boardmember Salcido
Board passes approval for the Information Agenda items
4 present, 4 remote

Action Agenda:

Board approves the purchase of a Zero-Emission trolley to try for a full year before completing the purchases of an additional trolley and two electric vans.
Boardmember Sauser wants to make sure that it will be compatible for the winters in Mammoth Lakes.
Brian Ognisty included some details and boardmember Freundt wanted to make sure the cost needed included the infrastructure. Boardmember Sauser also inquired about propane heaters to use less electricity.
Board passes approval for the Consent Agenda item of 1 EV trolley to start to see if it is deemed fit.
Motioned by Boardmember Sauser and 2nd by Boardmember Salcido, motion passes 4 present, 4 remote

Closed Session:

Nothing reportable on the closed session - No public comment on closed session
The Board appoints Jarret Chytka Executive Director of ESTA effective May 18, 2026. The Board Chair is authorized to sign the contract. Interim Executive Director Dawn Vidal will remain as such until May 17, 2026.
open session summary presented by Legal Council C. Milovich.

**Eastern Sierra Transit Authority
Minutes of May 11, 2026 Meeting**

Phile Moores made a public comment on the announcement of the Executive Director. Cal-Trans Neil P. thanked board for everything they do.

motioned by Boardmember Griffiths and 2nd by Boardmember mcFarland - passes 4present 4 remote

Boardmember Comments:

Chairperson Bubser thanked Dawn, Karina and Christy during this process for all or their hardwork.

Charirperson Bubser also thanked Dawn for all of her hardwork and duties as interim Executive Director until 5/17,

Charirperson Bubser thanked Phil moores again for all that he did while at ESTA and let Legal Council Christy Milovi that we will all miss her.

Adjournment

The meeting was adjourned at 2:39pm to the next meeting scheduled to be held June 24, 2026 at 2:00pm at Town of Mammoth Lakes Council Chambers, 437 Old Mammoth Rd Suite Z with a remote location to be at City of Bishop Council Chambers, 301 W Line St., Bishop

Recorded & prepared by:

Karina Morales
Board Clerk
Eastern Sierra Transit Authority

Minutes approved: _____

STAFF REPORT

Subject: Triennial Transportation Development Act Audit – Inyo County
Presented by: Dawn Vidal, Administrative Manager

Background

Inyo County Local Transportation Commission (ICLTC) selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and Eastern Sierra Transit Authority to which it allocates State of California Transportation Development Act funding.

The California Public Utilities Code requires all recipients of Transit Development Act (TDA) Article 4 funding to undergo an independent performance audit on a three-year cycle in order to maintain funding eligibility. Although not mandatory, audits of Article 8 funding recipients are encouraged.

The Triennial Performance Audit is designed to be an independent and objective evaluation of the Eastern Sierra Transit Authority (ESTA) as a public transit operator, providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three fiscal years. In addition to assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designates an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds.

The Triennial Performance Audit includes five elements:

- Compliance requirements,
- Prior recommendations,
- Analysis of program data reporting,
- Performance Audit, and
- Functional review.

Conclusions

There are no compliance findings submitted with this audit. There are four functional findings:

Recommendations		Importance	Timeline
1	Evaluate driver shifts to accommodate those who cannot or do not want to work 10- to 12-hour shifts.	Medium	FY 2026/27
2	Begin tracking the driver attrition rate as part of the annual Key Performance Indicators (KPIs).	Medium	Ongoing
3	Work toward strengthening ESTA’s maintenance program in Bishop.	Medium	Ongoing
4	Consider restructuring the organizational chart to better accommodate growth and provide better support for supervisors and drivers.	High	FY 2026/27

In response to this finding one, we have developed a brochure location list and intend to regularly check and revise content in these places. Finding two is a matter of staff time and money and will be considered accordingly.

Recommendation

Receive and file. ESTA staff will follow up with the ESTA Board after reviewing and considering options.



Inyo County Local Transportation Commission

TDA Triennial Performance Audit of the Eastern Sierra Transit Authority FY 2022/23 - FY 2024/25

FINAL REPORT
JUNE 2026



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Chapter 1 | Executive Summary

In 2025, the Inyo County Local Transportation Commission (ICLTC) selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the single transit operator to which it allocates State of California Transportation Development Act funding.

The California Public Utilities Code requires all recipients of Transit Development Act (TDA) Article 4 funding to undergo an independent performance audit on a three-year cycle in order to maintain funding eligibility. Although not mandatory, audits of Article 8 funding recipients are encouraged.

The Triennial Performance Audit is designed to be an independent and objective evaluation of the Eastern Sierra Transit Authority (ESTA) as a public transit operator, providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three fiscal years. In addition to assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designate an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds.

This chapter summarizes key findings and recommendations developed during the Triennial Performance Audit (TPA) of the ESTA's public transit program for the period:

- Fiscal Year 2022/23,
- Fiscal Year 2023/24, and
- Fiscal Year 2024/25.

The Eastern Sierra Transit Authority (ESTA) provides a variety of bus services, including deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the Highway 395 and Highway 6 corridors, and interregional service (CREST) extending from Reno, Nevada, to Lancaster, California, with connections to the Los Angeles area. The ESTA operates four routes along Highway 395 and three community routes. Some stops are on-call stops that require 24-hour advance notice. In partnership with the Town of Mammoth Lakes, the ESTA operates two free year-round bus service throughout Mammoth Lakes called the Purple Route and the Teal Route. Both lines operate daily from 7:00 a.m. to 6:00 p.m.

Additionally, the ESTA offers seasonal routes. In the summer, the ESTA operates two trolleys and a shuttle service in the Mammoth Lakes area. In the winter, additional fixed routes and two night trolleys are operated.

This performance audit was conducted in accordance with generally accepted government auditing standards. Those standards require that the audit team plans and performs the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for its findings and conclusions based on the audit objectives. Moore & Associates, Inc. believes the evidence obtained provides a reasonable basis for its findings and conclusions.

This audit was also conducted in accordance with the processes established by the California Department of Transportation (Caltrans), as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*.

The Triennial Performance Audit includes five elements:

- Compliance requirements,
- Prior recommendations,
- Analysis of program data reporting,
- Performance Audit, and
- Functional review.

Test of Compliance

Based on discussions with ESTA staff, analysis of program performance, and an audit of program compliance and function, the auditors present no compliance findings.

Status of Prior Recommendations

The prior audit – completed in June 2023 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2022 – included two recommendations:

1. The ESTA should enhance its service information program to ensure updated service brochures are available throughout the community and old service brochures are removed from distribution locations.
Status: Implemented.
2. The ESTA should consider developing formal marketing and information technology plans as supplements to its recently completed Short Range Transit Plan.
Status: Implemented.

Findings and Recommendations

Based on discussions with ESTA staff, analysis of program performance, and a review of program compliance and function, the audit team submits no findings related to TDA compliance for the Eastern Sierra Transit Authority.

Recommendations are intended to assist in bringing the operator into compliance with the requirements and standards of the TDA as well as address non-compliance-related issues, challenges, or opportunities observed during the site visit and functional review. The following recommendations are presented for ESTA.

Exhibit 1.1 Summary of Audit Recommendations

Recommendations		Importance	Timeline
1	Evaluate driver shifts to accommodate those who cannot or do not want to work 10- to 12-hour shifts.	Medium	FY 2026/27
2	Begin tracking the driver attrition rate as part of the annual Key Performance Indicators (KPIs).	Medium	Ongoing
3	Work toward strengthening ESTA’s maintenance program in Bishop.	Medium	Ongoing
4	Consider restructuring the organizational chart to better accommodate growth and provide better support for supervisors and drivers.	High	FY 2026/27

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Chapter 2 | Audit Scope and Methodology

The Triennial Performance Audit (TPA) of the Eastern Sierra Transit Authority public transit program covers the three-year period ending June 30, 2025. The California Public Utilities Code requires all recipients of Transit Development Act (TDA) funding to complete an independent review on a three-year cycle in order to maintain funding eligibility.

In 2025, the Inyo County Local Transportation Commission (LTC) selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the single transit operator to which it allocates TDA funding. Moore & Associates, Inc. is a consulting firm specializing in public transportation, including audits of non-TDA Article 4 recipients. Selection of Moore & Associates, Inc. followed a competitive procurement process.

The Triennial Performance Audit is designed to be an independent and objective evaluation of the ESTA as a public transit operator. Direct benefits of a Triennial Performance Audit include providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three years; helpful insight for use in future planning; and assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized. Finally, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designate an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds.

This performance audit was conducted in accordance with generally accepted government auditing standards. Those standards require that the audit team plans and performs the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for its findings and conclusions based on the audit objectives. The auditors believe the evidence obtained provides a reasonable basis for our findings and conclusions.

The audit was also conducted in accordance with the processes established by the California Department of Transportation (Caltrans), as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, as well as *Government Auditing Standards* published by the U.S. Comptroller General.

Objectives

A Triennial Performance Audit (TPA) has four primary objectives:

1. Assess compliance with TDA regulations;
2. Review improvements subsequently implemented as well as progress toward adopted goals;
3. Evaluate the efficiency and effectiveness of the transit operator; and
4. Provide sound, constructive recommendations for improving the efficiency and functionality of the transit operator.

Scope

The TPA is a systematic review of performance evaluating the efficiency, economy, and effectiveness of the transit operator. The audit of the ESTA included six tasks:

1. A review of compliance with TDA requirements and regulations.
2. A review of the status of recommendations included in the prior Triennial Performance Audit.
3. A verification of the methodology for calculating performance indicators including the following activities:
 - Assessment of internal controls,
 - Test of data collection methods,
 - Calculation of performance indicators, and
 - Evaluation of performance.
4. Comparison of data reporting practices:
 - Internal reports,
 - State Controller Reports, and
 - National Transit Database.
5. Examination of the following functions:
 - General management and organization;
 - Service planning;
 - Administration;
 - Marketing and public information;
 - Scheduling, dispatching, and operations;
 - Personnel management and training; and
 - Maintenance.
6. Conclusions and recommendations to address opportunities for improvement based upon analysis of the information collected and the audit of the transit operator's major functions.

Methodology

The methodology for the Triennial Performance Audit of the ESTA included thorough review of documents relevant to the scope of the audit, as well as information contained on the ESTA's website. The documents reviewed included the following (spanning the full three-year period):

- Monthly performance reports;
- State Controller Reports;
- Annual budgets;
- TDA fiscal audits;
- Transit marketing collateral;
- TDA claims;
- Fleet inventory;
- Preventive maintenance schedules and forms;
- California Highway Patrol Terminal Inspection reports;
- National Transit Database reports;

- Accident/road call logs; and
- Organizational chart.

The methodology for this audit included a virtual site visit with ESTA representatives on March 30, 2023. The audit team met with Phil Moores (Executive Director), Dawn Vidal (Administration Manager), and Jarett Chytka (Operations Supervisor, Bishop), and reviewed materials germane to the triennial audit.

This report is comprised of eight chapters divided into three sections:

1. Executive Summary: A summary of the key findings and recommendations developed during the Triennial Performance Audit process.
2. TPA Scope and Methodology: Methodology of the review and pertinent background information.
3. TPA Results: In-depth discussion of findings surrounding each of the subsequent elements of the audit:
 - Compliance with statutory and regulatory requirements,
 - Status of prior recommendations,
 - Consistency among reported data,
 - Performance measures and trends,
 - Functional review, and
 - Findings and recommendations.

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Chapter 3 | Program Compliance

This section examines the Eastern Sierra Transit Authority’s compliance with the Transportation Development Act as well as relevant sections of the California Code of Regulations. An annual certified fiscal audit confirms TDA funds were apportioned in conformance with applicable laws, rules, and regulations. The ESTA considers full use of funds under California Code of Regulations (CCR) 6754(a) as referring to operating funds but not capital funds. The TPA findings and related comments are delineated in Exhibit 3.1.

Status of compliance items was determined through discussions with ESTA staff as well as an inspection of relevant documents including the fiscal audits for each year of the triennium, State Controller annual filings, California Highway Patrol terminal inspections, annual operating budgets, year-end performance reports, and other compliance-related documentation.

No compliance issues were identified for ESTA.

Developments Occurring During the Audit Period

For many transit operators in California, recent years have reflected both the acute impacts of and recovery from the COVID-19 pandemic. By the end of FY 2024/25 – even earlier in some cases – most operators had exhausted federal relief funds, even though penalties for non-compliance with farebox recovery ratios continued to be waived. However, the receipt of federal relief funds complicated matters, as they impacted the amount of TDA funding operators were eligible to receive and, in some cases, resulted in over-payments that had to be resolved after the funds were spent. Many operators, even more than five years after the onset of the pandemic, still struggle with ridership that has yet to return to pre-pandemic levels.

California Assembly Bill 90, signed into law on June 29, 2020, provided temporary regulatory relief for transit operators required to conform with Transportation Development Act (TDA) farebox recovery ratio thresholds in FY 2019/20 and FY 2020/21. California Assembly Bill 149, signed into law on July 16, 2021, provided additional regulatory relief by extending the provisions of AB 90 through FY 2022/23 and adjusting definitions of eligible revenues and operating costs. Most recently, California Senate Bill 125, signed into law on July 10, 2023, extended protections provided via earlier legislation through FY 2025/26. While this means the audit period covered by this audit is fully exempt from penalties for non-compliance with the farebox recovery ratio, for example, it also means that transit operators may need to be in compliance by the second year of the next audit period.

While the ability to maintain state mandates and performance measures is important, these measures enabled transit operators to adjust to the impacts of the COVID-19 pandemic while continuing to receive their full allocations of funding under the TDA.

Together, these three pieces of legislation include the following additional provisions specific to transit operator TDA funding under Article 4:

- Prohibits the imposition of the TDA revenue penalty on an operator that did not maintain the required ratio of fare revenues to operating cost from FY 2019/20 through FY 2025/26.

- Expands the definition of “local funds” to enable the use of federal funding to supplement fare revenues and allows operators to calculate free and reduced fares at their actual value.
- Adjusts the definition of operating cost to exclude the cost of ADA paratransit services, demand-response and micro-transit services designed to extend access to service, ticketing/payment systems, security, some pension costs, and some planning costs.
- Allows operators to use STA funds as needed to keep transit service levels from being reduced or eliminated through FY 2025/26.

SB 125 also called for the establishment of the Transit Transformation Task Force to develop policy recommendations aimed at increasing transit ridership and improving the customer experience statewide. In the more than 50 years since the adoption of the Transportation Development Act (TDA), California’s public transportation landscape has evolved significantly. Many transit operators have struggled to meet the farebox recovery ratio requirement, raising questions about whether it remains an appropriate or effective measure of TDA compliance.

In 2018, the chairs of California’s legislative transportation committees asked the California Transit Association to convene a policy task force to examine the TDA. That effort produced a draft framework for reform in early 2020, just prior to the COVID-19 pandemic. The Transit Transformation Task Force released its report in December 2025. While the report includes several recommendations to modernize the TDA – including identifying the farebox recovery ratio and operating cost per hour requirements as outdated and recommending that farebox recovery and cost-inflation penalties be replaced – these proposals represent an initial step rather than immediate policy changes. Achieving the necessary funding and statutory reforms will require sustained advocacy over the coming years.

Exhibit 3.1 Transit Development Act Compliance Requirements

Compliance Element	Reference	Compliance	Comments
State Controller Reports submitted on time.	PUC 99243	In compliance	FY 2022/23: January 30, 2024 FY 2023/24: January 14, 2025 FY 2024/25: January 30, 2026
Fiscal and compliance audits submitted within 180 days following the end of the fiscal year (or with up to 90-day extension).	PUC 99245	In compliance	FY 2022/23: January 19, 2024 FY 2023/24: December 20, 2024 FY 2024/25: January 30, 2026
Operator’s terminal rated as satisfactory by CHP within the 13 months prior to each TDA claim.	PUC 99251 B	In compliance	<u>Bishop</u> November 2-3, 2022 November 15-16, 2023 November 15, 2024 November 21, 2025 <u>Mammoth</u> September 29, 2022 October 12, 2023 October 2-3, 2024 October 9, 2025 <u>Lone Pine</u> July 26 & 28, 2022 July 25 & 28, 2023 July 30, 2024 July 21, 2025 <u>Walker</u> July 26, 2022 July 25, 2023 July 30, 2024 July 22, 2025
Operator’s claim for TDA funds submitted in compliance with rules and regulations adopted by the RTPA.	PUC 99261	In compliance	
If operator serves urbanized and non-urbanized areas, it has maintained a ratio of fare revenues to operating costs at least equal to the ratio determined by the rules and regulations adopted by the RTPA.	PUC 99270.1	Not applicable	
An operator receiving allocations under Article 8(c) may be subject to regional, countywide, or subarea performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the RTPA.	PUC 99405	Not applicable	
The operator’s definitions of performance measures are consistent with the Public Utilities Code Section 99247.	PUC 99247	In compliance	
The operator does not routinely staff with two or more persons a vehicle for public transportation purposes designed to be operated by one person.	PUC 99264	In compliance	

Compliance Element	Reference	Compliance	Comments
The operator’s operating budget has not increased by more than 15% over the preceding year, nor is there a substantial increase or decrease in the scope of operations or capital budget provisions for major new fixed facilities unless the operator has reasonably supported and substantiated the change(s).	PUC 99266	In compliance	FY 2022/23: +12.73% FY 2023/24: +6.62% FY 2024/25: +0.85% <i>Source: FY 2023 and FY 2024 TDA claims; FY 2025 ESTA budget.</i>
If the operator serves an urbanized area, it has maintained a ratio of fare revenues to operating cost at least equal to one-fifth (20 percent).	PUC 99268.2, 99268.4, 99268.1	Not applicable	
If the operator serves a rural area, it has maintained a ratio of fare revenues to operating cost at least equal to one-tenth (10 percent).	PUC 99268.2, 99268.4, 99268.5	In compliance	FY 2022/23: 32.78% (45.50%) FY 2023/24: 32.25% (47.00%) FY 2024/25: 47.66% <i>Source: Audited financial statements, FY 2023-FY 2025</i>
For a claimant that provides only services to elderly and handicapped persons, the ratio of fare revenues to operating cost shall be at least 10 percent.	PUC 99268.5, CCR 6633.5	Not applicable	
If the operator has utilized the exemption from the farebox recovery requirement for extension of services, it shall submit a report on the service to the RTPA within 90 days of the end of the first year of implementation.	PUC 99268.8, CCR 6633.8	Not applicable	
The current cost of the operator’s retirement system is fully funded with respect to the officers and employees of its public transportation system, or the operator is implementing a plan approved by the RTPA, which will fully fund the retirement system for 40 years.	PUC 99271	In compliance	
An operator claiming funds under Article 4.5 (CTSA) is in compliance with PUC 99268.3, 99268.4, 99268.5, or 99268.9, or regional, countywide, or county subarea performance criteria, local match requirements, or fare recovery ratios adopted by the RTPA.	PUC 99275.5	Not applicable	
If the operator receives State Transit Assistance funds, the operator makes full use of funds available to it under the Urban Mass Transportation Act of 1964 before TDA claims are granted.	CCR 6754 (a) (3)	In compliance	

Compliance Element	Reference	Compliance	Comments
<p>In order to use State Transit Assistance funds for operating assistance, the operator’s total operating cost per revenue hour does not exceed the sum of the preceding year’s total plus an amount equal to the product of the percentage change in the CPI for the same period multiplied by the preceding year’s total operating cost per revenue hour. An operator may qualify based on the preceding year’s operating cost per revenue hour or the average of the three prior years. If an operator does not meet these qualifying tests, the operator may only use STA funds for operating purposes according to a sliding scale.</p>	<p>PUC 99314.6</p>	<p>In compliance</p>	<p>Eligibility to use STA fund for operating is evaluated as part of the TDA claim. ESTA has reserved STA funds for capital purposes when it does not meet the requirement.</p> <p>This requirement was waived during the audit period under AB 149 and SB 125.</p>
<p>A transit claimant is precluded from receiving monies from the Local Transportation Fund and the State Transit Assistance Fund in an amount which exceeds the claimant's capital and operating costs less the actual amount of fares received, the amount of local support required to meet the fare ratio, the amount of federal operating assistance, and the amount received during the year from a city or county to which the operator has provided services beyond its boundaries.</p>	<p>CCR 6634</p>	<p>In compliance</p>	

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Chapter 4 | Prior Recommendations

This section reviews and evaluates the implementation of prior Triennial Performance Audit recommendations. This objective assessment provides assurance the Eastern Sierra Transit Authority has made quantifiable progress toward improving both the efficiency and effectiveness of its public transit program.

The prior audit – completed in June 2023 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2022 – included two recommendations:

1. The ESTA should enhance its service information program to ensure updated service brochures are available throughout the community and old service brochures are removed from distribution locations.

Discussion: The prior auditor recommended the ESTA develop a more robust service information distribution program that ensures only current service information is maintained at distribution locations. Points of contact at each distribution location should be identified, and when new brochures are available, all old materials should be removed and destroyed. The ESTA may also wish to engage a graphic designer to update the design of the brochure.

Progress: Eastern Sierra Transit Authority (ESTA) worked with a graphic designer to update its brochures, resulting in a more consistent, professional, and easier-to-read format. These brochures are available online and through community partners. Additionally, passengers can visit the “Routes & Schedule” page of the ESTA website to access detailed transit information. ESTA continues to expand its network of business and government partners that distribute printed guides; staff check in with these partners quarterly to restock supplies as needed, and partners may also request additional materials when inventories run low. Other marketing materials have been developed to complement the updated brochure design. Furthermore, passengers can find information on obtaining real-time route updates by visiting the “Real-Time Bus Info” page on the ESTA website.

Most requests for new brochures are because the community partners have run out of materials. As such, there are no old brochures to collect. Whenever ESTA staff deliver brochures to a location, they are sure to remove any old brochures so that only the new ones remain available.

Status: Implemented.

2. The ESTA should consider developing formal marketing and information technology plans as supplements to its recently completed Short Range Transit Plan.

Discussion: A formal marketing plan can maximize the value of dollars set aside for marketing by proactively planning activities and strategies. The prior auditor also recommended ESTA consider an information technology plan, which could overlap with the marketing plan in several areas. Both could be developed as a supplement to the recently completed Short Range Transit Plan and

would not necessarily require a completely new planning effort. The prior auditor noted development of the plans would benefit the ESTA by recommending strategies and tactics (including costs) that can be budgeted annually or as special projects, especially if additional funding is required for implementation.

Progress: Since initiating its updated marketing approach, ESTA worked closely with a graphic designer to create greater consistency in its messaging and overall brand identity. This effort began with the development of a new logo that reflects the natural beauty of the region while presenting a more modern look. The updated theme was carried across newly wrapped vehicles, advertising materials, and other marketing pieces, resulting in a cohesive visual identity that resonates with passengers. Leadership continues to meet regularly to develop strategic communication plans, focusing on what information should be shared with the public and the most effective methods for distribution. ESTA has also expanded its outreach through partnerships with organizations such as Town of Mammoth Lakes, Mule Days Association, Visitor’s Center, Latino Leaders, Senior Center, Cerro Coso Community College, Grocery Outlet, and The Salvation Army to better reach diverse populations. Educational initiatives have also been introduced, including a youth program that teaches preschool and grade school students, as well as ADA participants, about the benefits of public transit. In addition, partnerships aimed at addressing food insecurity further strengthen ESTA’s community impact.

In the area of information technology, ESTA has implemented several upgrades to improve the experience for passengers, administrative staff, and drivers. The agency transitioned to a new website provider, Streamline, which specializes in special district websites, resulting in a more intuitive platform that is easier to update and has received positive user feedback. A significant improvement has been the implementation of a reservation system for Route 395 corridor services, allowing passengers to make real-time reservations, giving staff better insight into ridership trends, and enabling more efficient service planning. This system has also increased prepaid trips by approximately 80 percent, reducing boarding times and helping drivers stay on schedule. Additionally, ESTA launched the Spare platform for its Bishop DART service, replacing the previous system and allowing passengers to book trips directly. Expansion to other service areas is currently underway. Safety improvements include the installation of cameras on all buses and security systems at both the Bishop and Mammoth hubs, enhancing safety for passengers and employees.

ESTA is also working with Carmichael Business Technology to convert legacy Microsoft Access databases to a more robust SQL-based system, which will improve reliability and support capabilities. Looking ahead, ESTA plans to implement a contactless payment system following the full rollout of the Spare platform, further modernizing the passenger experience.

Status: Implemented.

Chapter 5 | Data Reporting Analysis

An important aspect of the Triennial Performance Audit process is assessing how effectively and consistently the transit operator reports performance statistics to local, state, and federal agencies. Often as a condition of receipt of funding, an operator must collect, manage, and report data to different entities. Ensuring such data are consistent can be challenging given the differing definitions employed by different agencies as well as the varying reporting timeframes. This chapter examines the consistency of performance data reported by the Eastern Sierra Transit Authority both internally as well as to outside entities during the audit period.

- **Operating cost:** Operating costs reported in the TDA audit and to the State Controller are fully consistent. The amount reported to the NTD was lower than that reported elsewhere in FY 2022/23 and FY 2023/24, but higher in FY 2024/25.
- **Fare Revenue:** Variances in fare revenue between the NTD reports and other reports is due primarily to differences in what revenues are reported. ESTA includes marketing and Mammoth Mountain Ski Area (MMSA) revenues in its definition of fare revenues for the TDA fiscal audit and State Controller Reports. The amount reported to the NTD was significantly lower each year, as the marketing and contracted revenues are reported separately as “Directly Generated Funds” rather than fare revenue. However, once the contract revenues are added to the fare revenues, those figures exhibit much smaller variances.
- **Vehicle Service Hours (VSH):** This metric is generally reported consistently between the State Controller and the NTD reports. However, in FY 2022/23, demand-response VSH was incorrectly reported to the State Controller using the data for passengers, resulting in a significantly higher total. Data reported internally was lower than that reported elsewhere. The cause of this is unknown.
- **Vehicle Service Miles (VSM):** This metric was reported consistently among all three reports in FY 2022/23, and between the State Controller and NTD reports in FY 2023/24 and FY 2024/25. In FY 2023/24, the VSM reported internally was slightly higher than that reported elsewhere, while in FY 2024/25 it was slightly lower. The cause of this is unknown.
- **Passengers:** In FY 2022/23, fixed-route ridership was significantly under-reported to the State Controller. It is not clear if this was a data entry error or a calculation error. The passengers reported internally and to the NTD were consistent that year. Data reported to all three entities was consistent in FY 2023/24. In FY 2024/25, internal data was slightly lower than that reported to the NTD and State Controller. The cause of this is unknown.
- **Full-Time Equivalent (FTE) Employees:** While ESTA demonstrated use of the proper definition of FTE during the audit, it does not use that definition for reporting to the State Controller. As a result, Employees were over-reported to the State Controller during all three years. ESTA should take care to segregate Employees between fixed-route and demand-response based on their work hours, rather than reporting all Employees under both modes.

Exhibit 5.1 Data Reporting Comparison

Performance Measure	System-Wide		
	FY 2022/23	FY 2023/24	FY 2024/25
Operating Cost (Actual \$)			
<i>TDA fiscal audit</i>	\$6,606,489	\$7,284,975	\$7,184,312
<i>National Transit Database</i>	\$5,972,694	\$7,139,190	\$7,247,155
<i>State Controller Report</i>	\$6,606,489	\$7,284,975	\$7,184,312
Fare Revenue (Actual \$)			
<i>TDA fiscal audit</i>	\$2,165,759	\$2,349,137	\$2,327,191
<i>National Transit Database</i>	\$2,235,633	\$1,185,421	\$1,123,295
<i>State Controller Report</i>	\$2,165,759	\$2,349,137	\$2,327,191
Vehicle Service Hours (VSH)			
<i>Monthly Performance Reports</i>	50,284	56,891	58,946
<i>National Transit Database</i>	56,343	59,434	64,636
<i>State Controller Report</i>	91,205	59,434	64,635
Vehicle Service Miles (VSM)			
<i>Monthly Performance Reports</i>	857,987	970,818	1,050,884
<i>National Transit Database</i>	857,987	967,218	1,087,283
<i>State Controller Report</i>	857,987	967,218	1,087,283
Passengers			
<i>Monthly Performance Reports</i>	907,249	956,618	961,315
<i>National Transit Database</i>	907,249	956,618	965,296
<i>State Controller Report</i>	594,137	956,618	965,296
Full-Time Equivalent Employees			
<i>State Controller Report</i>	90	90	126
<i>Per operator methodology</i>	48	58	58
<i>Per TDA methodology</i>	48	58	58

Chapter 6 | Performance Analysis

Performance indicators are typically employed to quantify and assess the efficiency of a transit operator's activities. Such indicators provide insight into current operations as well as trend analysis of operator performance. Through a review of indicators, relative performance as well as possible inter-relationships between major functions is revealed.

The Transportation Development Act (TDA) requires recipients of TDA funding to track and report five performance indicators:

- Operating Cost/Passenger,
- Operating Cost/Vehicle Service Hour,
- Passengers/Vehicle Service Hour,
- Passengers/Vehicle Service Mile, and
- Vehicle Service Hours/Employee.

To assess the validity and use of performance indicators, the auditors performed the following activities:

- Assessed internal controls in place for the collection of performance-related information,
- Validated collection methods of key data,
- Calculated performance indicators, and
- Evaluated performance indicators.

The procedures used to calculate TDA-required performance measures for the current triennium were verified and compared with indicators included in similar reports to external entities (i.e., State Controller and Federal Transit Administration).

Operating Cost

The Transportation Development Act requires an operator to track and report transit-related costs reflective of the Uniform System of Accounts and Records developed by the State Controller and the California Department of Transportation. The most common method for ensuring this occurs is through a compliance audit report prepared by an independent auditor in accordance with California Code of Regulations Section 6667¹. The annual independent financial audit should confirm the use of the Uniform System of Accounts and Records. *Operating cost* – as defined by PUC Section 99247(a) – excluded the following during the audit period²:

- Cost in the depreciation and amortization expense object class adopted by the State Controller pursuant to PUC Section 99243,

¹ CCR Section 6667 outlines the minimum tasks which must be performed by an independent auditor in conducting the annual fiscal and compliance audit of the transit operator.

² Given the passage of AB 149, the list of excluded costs will be expanded beginning with FY 2021/22.

- Subsidies for commuter rail services operated under the jurisdiction of the Interstate Commerce Commission,
- Direct costs of providing charter service, and
- Vehicle lease costs.

Vehicle Service Hours and Miles

Vehicle Service Hours (VSH) and *Miles (VSM)* are defined as the time/distance during which a revenue vehicle is available to carry fare-paying passengers, and which includes only those times/miles between the time or scheduled time of the first passenger pickup and the time or scheduled time of the last passenger drop-off during a period of the vehicle's continuous availability.³ For example, demand-response service hours include those hours when a vehicle has dropped off a passenger and is traveling to pick up another passenger, but not those hours when the vehicle is unavailable for service due to driver breaks or lunch. For both demand-response and fixed-route services, service hours will exclude hours of "deadhead" travel to the first scheduled pick-up, and will also exclude hours of "deadhead" travel from the last scheduled drop-off back to the terminal. For fixed-route service, a vehicle is in service from first scheduled stop to last scheduled stop, whether or not passengers board or exit at those points (i.e., subtracting driver lunch and breaks but including scheduled layovers).

Passenger Counts

According to the Transportation Development Act, *total passengers* is equal to the total number of unlinked trips (i.e., those trips that are made by a passenger that involve a single boarding and departure), whether revenue-producing or not.

Employees

Employee hours is defined as the total number of hours (regular or overtime) which all employees have worked, and for which they have been paid a wage or salary. The hours must include transportation system-related hours worked by persons employed in connection with the system (whether or not the person is employed directly by the operator). Full-Time Equivalent (FTE) is calculated by dividing the number of person-hours by 2,000.

Fare Revenue

Fare revenue is defined by California Code of Regulations Section 6611.2 as revenue collected from the farebox plus sales of fare media. Given other revenues may be added to fare revenue for the calculation of the farebox recovery ratio, the Farebox Recovery cited within this section is not necessarily consistent with the farebox recovery ratio used for compliance determination in Chapter 4.

³ A vehicle is considered to be in revenue service despite a no-show or late cancellation if the vehicle remains available for passenger use.

TDA Required Indicators

To calculate the TDA indicators for the ESTA, the following sources were employed:

- Operating Cost was not independently calculated as part of this audit. Operating Cost data were obtained via State Controller Reports for each fiscal year covered by this audit. Operating Cost from the reports was compared against that reported in the ESTA’s audited financial reports and appeared to be consistent with TDA guidelines. In accordance with PUC Section 99247(a), the reported costs excluded depreciation and other allowable expenses.
- Fare Revenue was not independently calculated as part of this audit. Fare revenue data were obtained via State Controller Reports for each fiscal year covered by this audit. This appears to be consistent with TDA guidelines as well as the uniform system of accounts. Fare revenue data reported to the National Transit Database may not reflect other revenues reported as fare revenue to the State Controller.
- Vehicle Service Hours (VSH) data were obtained via State Controller Reports for each fiscal year covered by this audit. The ESTA’s calculation methodology is consistent with PUC guidelines.
- Vehicle Service Miles (VSM) data were obtained via State Controller Reports for each fiscal year covered by this audit. The ESTA’s calculation methodology is consistent with PUC guidelines.
- Unlinked trip data were obtained via State Controller Reports for each fiscal year covered by this audit. The ESTA’s calculation methodology is consistent with PUC guidelines.
- Full-Time Equivalent (FTE) data were obtained from State Controller Reports for each fiscal year covered by this review. Use of the TDA definition regarding FTE calculation was confirmed.

System Performance Trends

System-wide, operating cost experienced a net 8.7 percent increase during the audit period, and a 50.9 percent net increase across the last six years. Fare revenue (inclusive of contracted service and advertising revenue) increased every year after FY 2020/21 with the exception of a slight decrease in FY 2024/25. This decrease was due to a decline in fixed-route passenger fare revenue that year, not a decrease in the contracted revenues. This resulted in a 7.5 percent increase during the audit period and a 28.7 percent increase across the last six years.

Vehicle service hours (VSH) fluctuated, resulting in a net 17.7 percent increase during the audit period and a net 19.4 percent increase during the six-year period. Vehicle service miles (VSM) increased every year after FY 2020/21. This resulted in an overall net increase of 26.7 percent during the audit period and 25.9 percent increase over the six-year period. Ridership fluctuated every year, though the most significant decline (57 percent) occurred in FY 2020/21 as a result of the ongoing COVID-19 pandemic. This led to a 104 percent increase the following year; resulting in a net 6.4 percent increase during the audit period and a 9.6 percent increase across the six year period.

Cost-related metrics typically provide an indicator of a system’s efficiency, while passenger-related metrics offer insight into its productivity. Improvements are characterized by increases in passenger-related metrics and decreases in cost-related metrics. Two cost-related metrics (operating cost per VSH and operating cost per VSM) decreased during the audit period, though operating cost per passenger

increased by 2.2 percent. Passenger-related metrics declined during the audit period, with passengers per VSH decreasing 16 percent and passengers per VSM decreasing 7.3 percent.

Exhibit 6.1 System Performance Indicators

Performance Measure	System-wide					
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Operating Cost (Actual \$)	\$4,761,576	\$4,646,088	\$4,385,775	\$6,606,489	\$7,284,975	\$7,184,312
<i>Annual Change</i>		-2.4%	-5.6%	50.6%	10.3%	-1.4%
Fare Revenue (Actual \$)	\$1,808,606	\$1,305,608	\$2,141,316	\$2,165,759	\$2,349,137	\$2,327,191
<i>Annual Change</i>		-27.8%	64.0%	1.1%	8.5%	-0.9%
Vehicle Service Hours (VSH)	54,112	50,955	52,796	56,343	59,434	64,635
<i>Annual Change</i>		-5.8%	3.6%	6.7%	5.5%	8.8%
Vehicle Service Miles (VSM)	863,539	837,631	879,326	857,987	967,218	1,087,283
<i>Annual Change</i>		-3.0%	5.0%	-2.4%	12.7%	12.4%
Passengers	880,559	378,961	772,942	907,249	956,618	965,296
<i>Annual Change</i>		-57.0%	104.0%	17.4%	5.4%	0.9%
Employees	60	60	60	48	58	58
<i>Annual Change</i>		0.0%	0.0%	-20.0%	20.8%	0.0%
Performance Indicators						
Operating Cost/VSH (Actual \$)	\$87.99	\$91.18	\$83.07	\$117.25	\$122.57	\$111.15
<i>Annual Change</i>		3.6%	-8.9%	41.2%	4.5%	-9.3%
Operating Cost/Passenger (Actual \$)	\$5.41	\$12.26	\$5.67	\$7.28	\$7.62	\$7.44
<i>Annual Change</i>		126.7%	-53.7%	28.3%	4.6%	-2.3%
Passengers/VSH	16.27	7.44	14.64	16.10	16.10	14.93
<i>Annual Change</i>		-54.3%	96.9%	10.0%	0.0%	-7.2%
Passengers/VSM	1.02	0.45	0.88	1.06	0.99	0.89
<i>Annual Change</i>		-55.6%	94.3%	20.3%	-6.5%	-10.2%
Farebox Recovery	38.0%	28.1%	48.8%	32.8%	32.2%	32.4%
<i>Annual Change</i>		-26.0%	0.0%	-32.9%	-1.6%	0.5%
Hours/Employee	901.9	849.3	879.9	1,173.8	1,024.7	1,114.4
<i>Annual Change</i>		-5.8%	3.6%	33.4%	-12.7%	8.8%
TDA Non-Required Indicators						
Operating Cost/VSM	\$5.51	\$5.55	\$4.99	\$7.70	\$7.53	\$6.61
<i>Annual Change</i>		0.6%	-10.1%	54.4%	-2.2%	-12.3%
VSM/VSH	15.96	16.44	16.66	15.23	16.27	16.82
<i>Annual Change</i>		3.0%	1.3%	-8.6%	6.9%	3.4%
Fare/Passenger	\$2.05	\$3.45	\$2.77	\$2.39	\$2.46	\$2.41
<i>Annual Change</i>		67.7%	0.0%	-13.8%	2.9%	-1.8%

Sources: FY 2019/20 – FY 2021/22 data from prior Triennial Performance audit.

FY 2022/23 – FY 2024/25 data from State Controller Reports.

FY 2022/23 fixed-route passengers and demand-response VSH from NTD reports.

FY 2022/23 – FY 2024/25 Full-time Equivalent Employees from ESTA-provided calculations.

Exhibit 6.2 System Ridership

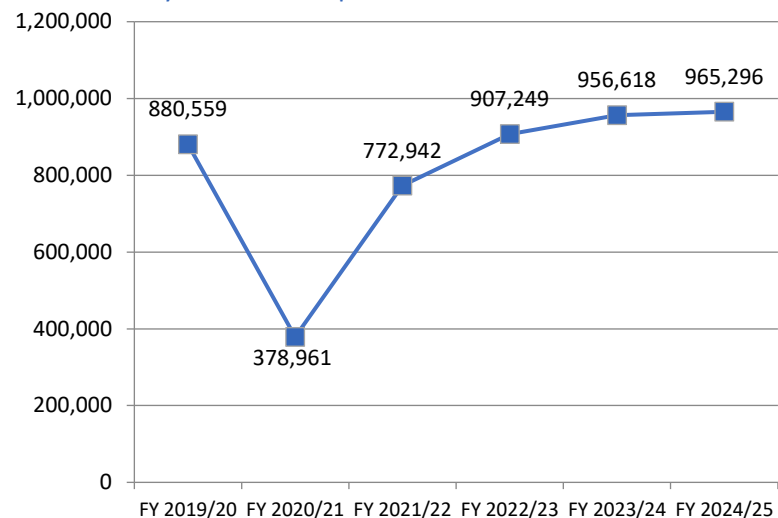


Exhibit 6.3 System Operating Cost/VSH

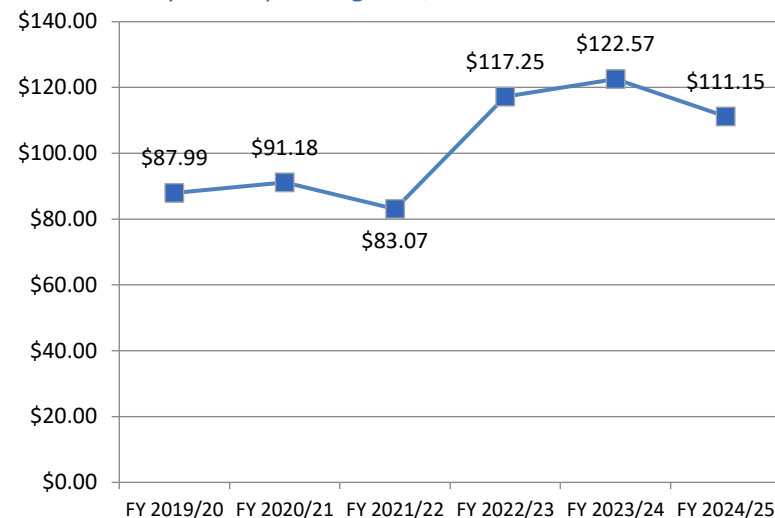


Exhibit 6.4 System Operating Cost/VSM

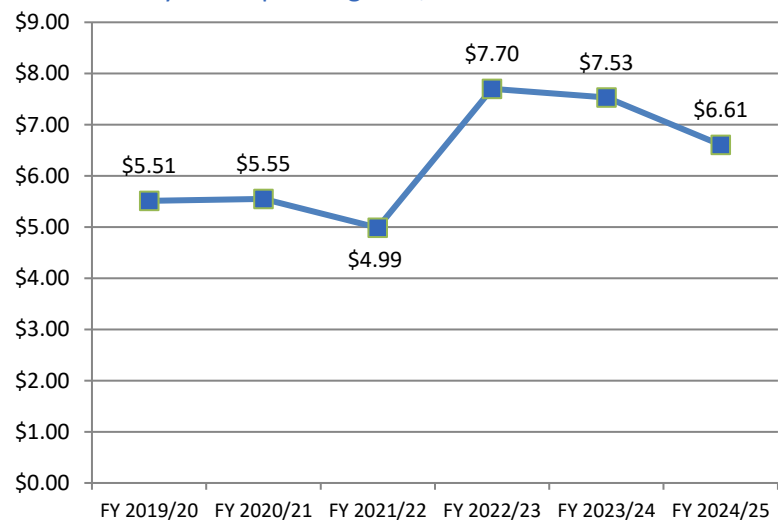


Exhibit 6.5 System VSM/VSH

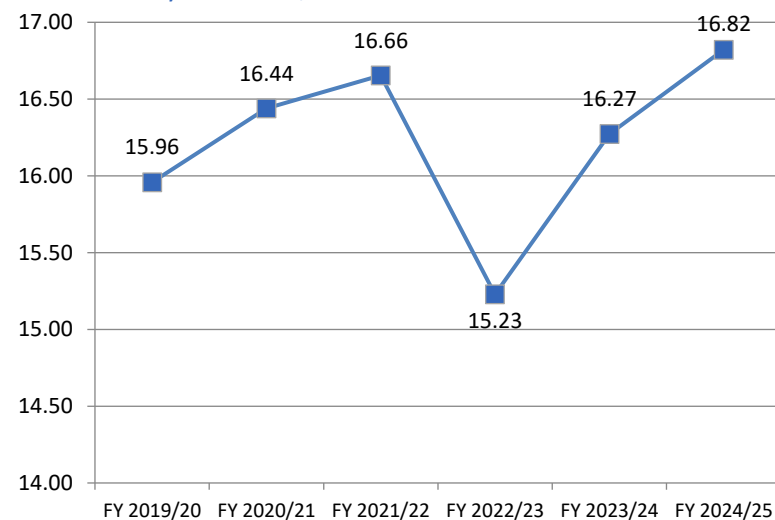


Exhibit 6.6 System Operating Cost/Passenger

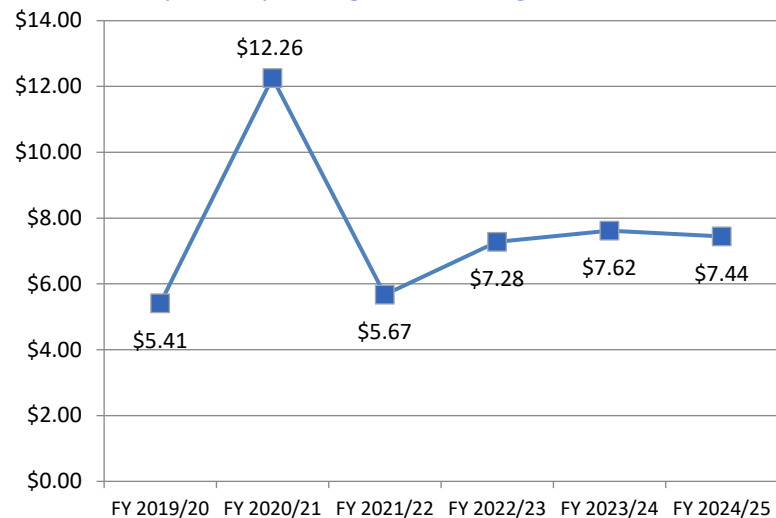


Exhibit 6.7 System Passengers/VSH

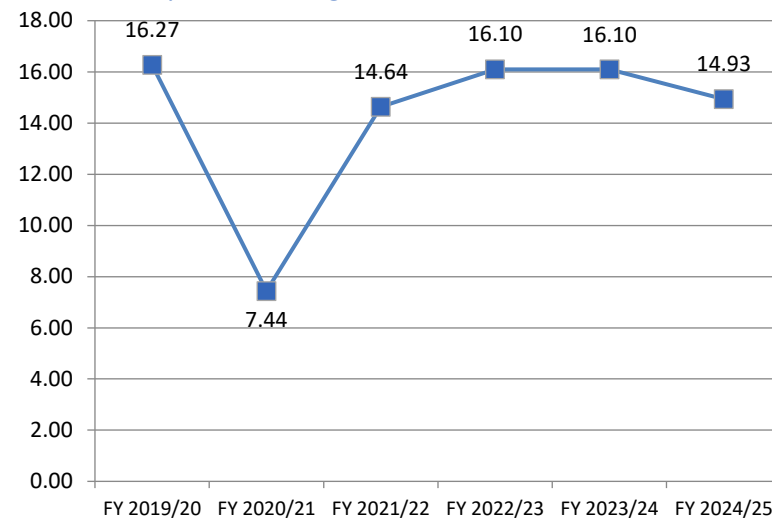


Exhibit 6.8 System Passengers/VSM

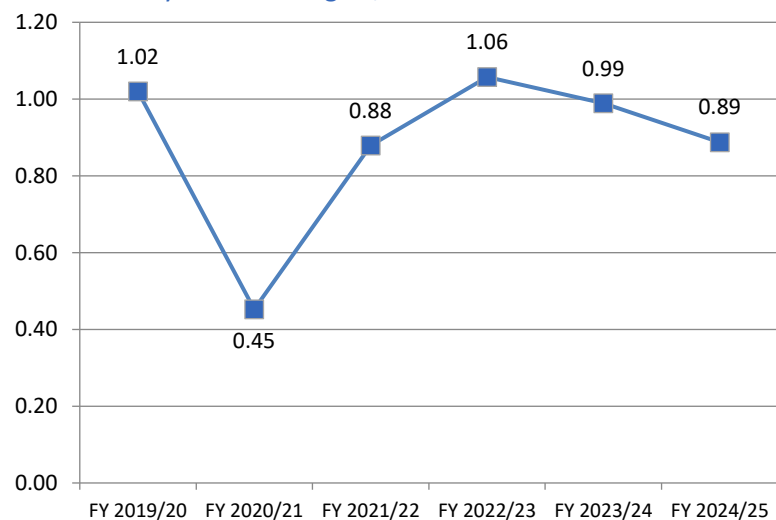


Exhibit 6.9 System VSH/FTE

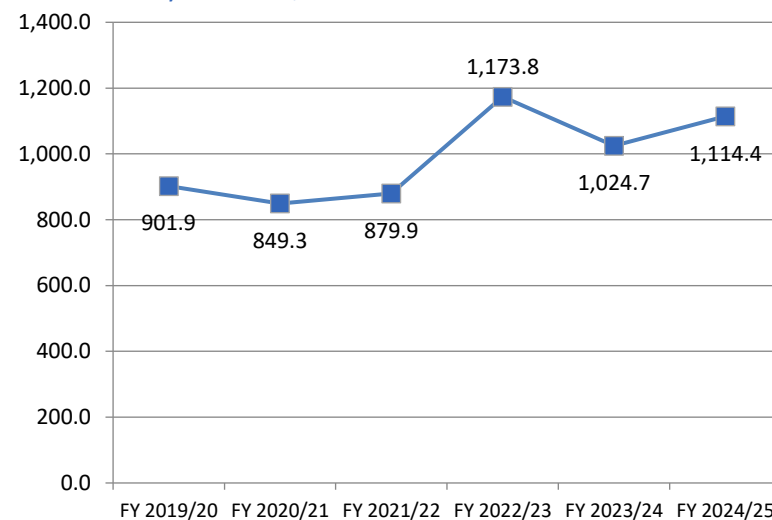


Exhibit 6.10 System Farebox Recovery

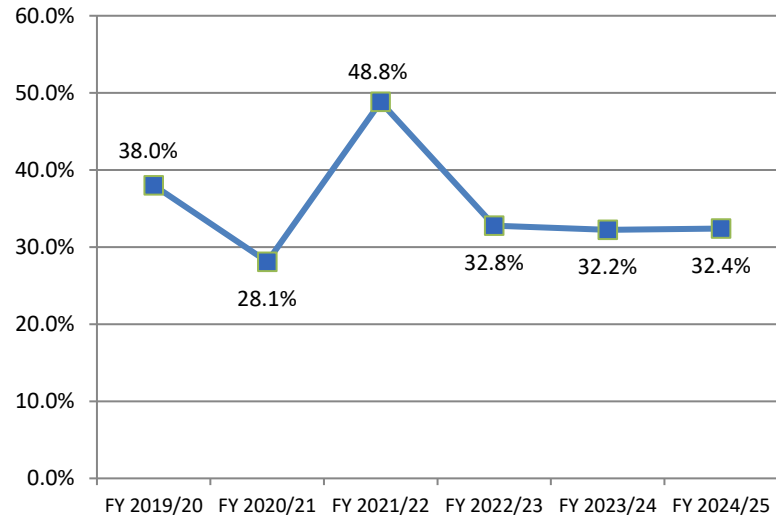
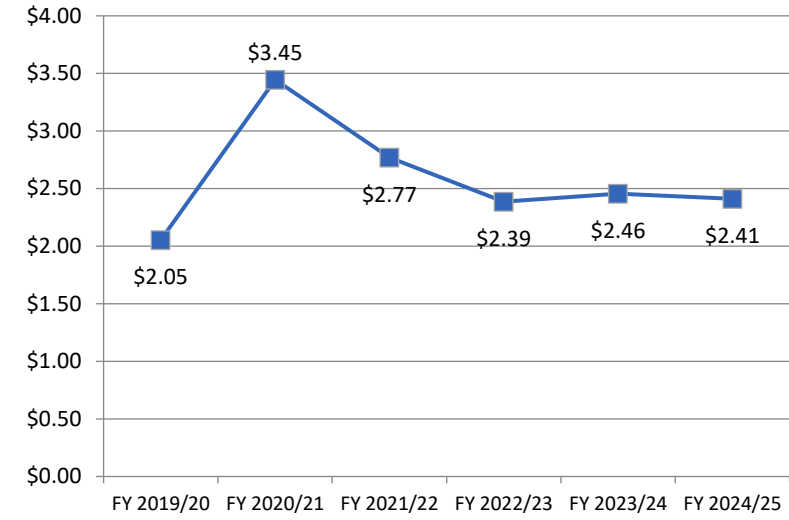


Exhibit 6.11 System Fare/Passenger



Fixed-Route Performance Trends

Fixed-route vehicle service hours increased every year after FY 2020/21. This resulted in a net 23.1 percent increase across the six-year period and a net 19.1 percent increase during the audit period. Vehicle service miles increased every year with the exceptions of FY 2020/21 and FY 2022/23. Ridership fluctuated with the most significant decrease occurring in FY 2020/21 (58.8 percent) and the most significant increase in FY 2021/22 (112.4 percent). Ultimately ridership experienced a net increase of 5.6 percent during the audit period and a net increase of 8.2 percent across the six-year period.

Passenger-related productivity metrics (passengers per VSH and passengers per VSM) decreased by 11.3 percent and 17.6 percent, respectively, during the audit period.

Exhibit 6.12 Fixed-Route Performance Indicators

Performance Measure	Fixed-Route					
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Vehicle Service Hours (VSH)	36,909	34,204	36,585	38,149	39,975	45,436
<i>Annual Change</i>		-7.3%	7.0%	4.3%	4.8%	13.7%
Vehicle Service Miles (VSM)	718,672	702,923	731,113	701,255	796,811	898,874
<i>Annual Change</i>		-2.2%	4.0%	-4.1%	13.6%	12.8%
Passengers	834,033	343,730	730,071	854,193	900,122	902,407
<i>Annual Change</i>		-58.8%	112.4%	17.0%	5.4%	0.3%
Performance Indicators						
Passengers/VSH	22.60	10.05	19.96	22.39	22.52	19.86
<i>Annual Change</i>		-55.5%	98.6%	12.2%	0.6%	-11.8%
Passengers/VSM	1.16	0.49	1.00	1.22	1.13	1.00
<i>Annual Change</i>		-57.9%	104.2%	22.0%	-7.3%	-11.1%
TDA Non-Required Indicators						
VSM/VSH	19.47	20.55	19.98	18.38	19.93	19.78
<i>Annual Change</i>		5.5%	-2.8%	-8.0%	8.4%	-0.7%

Sources: FY 2019/20 – FY 2021/22 data from prior Triennial Performance audit.

FY 2022/23 – FY 2024/25 data from State Controller Reports.

FY 2022/23 Passengers from the NTD report.

Exhibit 6.13 Fixed-Route Ridership

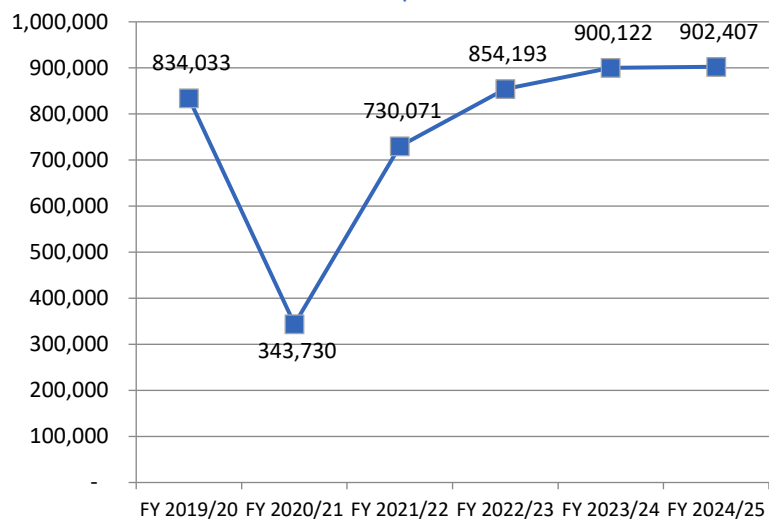


Exhibit 6.14 Fixed-Route VSM/VSH

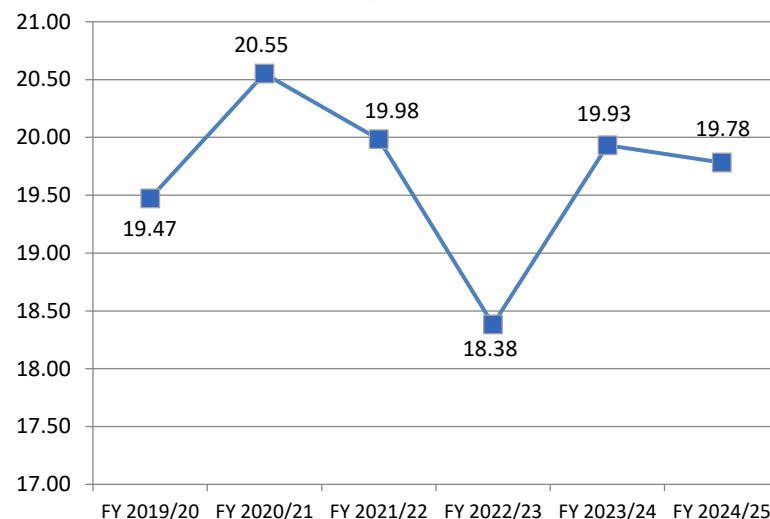


Exhibit 6.15 Fixed-Route Passengers/VSH

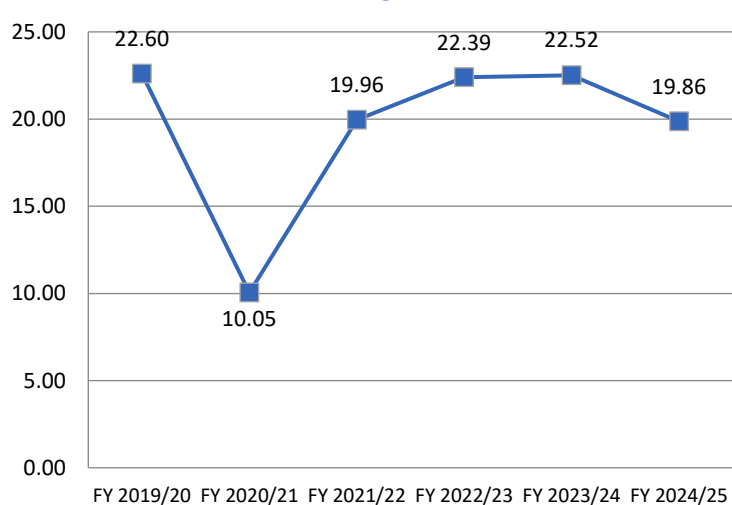
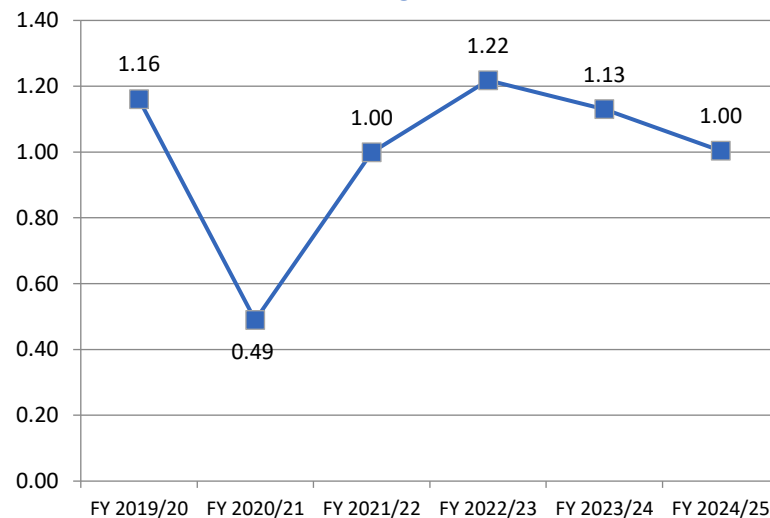


Exhibit 6.16 Fixed-Route Passengers/VSM



Demand-Response Performance Trends

Demand-response vehicle service hours decreased every year with the exception of FY 2022/23 and FY 2023/24. This resulted in a net 11.6 percent increase across the six-year period and a net 5.5 percent increase during the audit period. Vehicle service miles increased every year after experiencing a slight decrease in FY 2020/21, resulting in a 20.2 percent increase during the audit period. Ridership increased year over year following FY 2020/21. Ultimately ridership experienced a net increase of 18.5 percent during the audit period and 35.2 percent across the six-year period.

Passenger-related productivity metrics varied with passengers per VSH increasing by a net 12.3 percent during the audit period and passenger per VSM decreasing by a net 1.4 percent during the audit period.

Exhibit 6.17 Demand-Response Performance Indicators

Performance Measure	Demand-Response					
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Vehicle Service Hours (VSH)	17,203	16,751	16,211	18,194	19,459	19,199
<i>Annual Change</i>		-2.6%	-3.2%	12.2%	7.0%	-1.3%
Vehicle Service Miles (VSM)	144,867	134,708	148,213	156,732	170,407	188,409
<i>Annual Change</i>		-7.0%	10.0%	5.7%	8.7%	10.6%
Passengers	46,526	35,231	42,871	53,056	56,496	62,889
<i>Annual Change</i>		-24.3%	21.7%	23.8%	6.5%	11.3%
Performance Indicators						
Passengers/VSH	2.70	2.10	2.64	2.92	2.90	3.28
<i>Annual Change</i>		-22.2%	25.7%	10.3%	-0.4%	12.8%
Passengers/VSM	0.32	0.26	0.29	0.34	0.33	0.33
<i>Annual Change</i>		-18.6%	10.6%	17.0%	-2.1%	0.7%
TDA Non-Required Indicators						
VSM/VSH	8.42	8.04	9.14	8.61	8.76	9.81
<i>Annual Change</i>		-4.5%	13.7%	-5.8%	1.7%	12.1%

Sources: FY 2019/20 – FY 2021/22 data from prior Triennial Performance audit.

FY 2022/23 – FY 2024/25 data from State Controller Reports.

FY 2022/23 Vehicle Service Hours from the NTD report.

Exhibit 6.17 Demand-Response Ridership

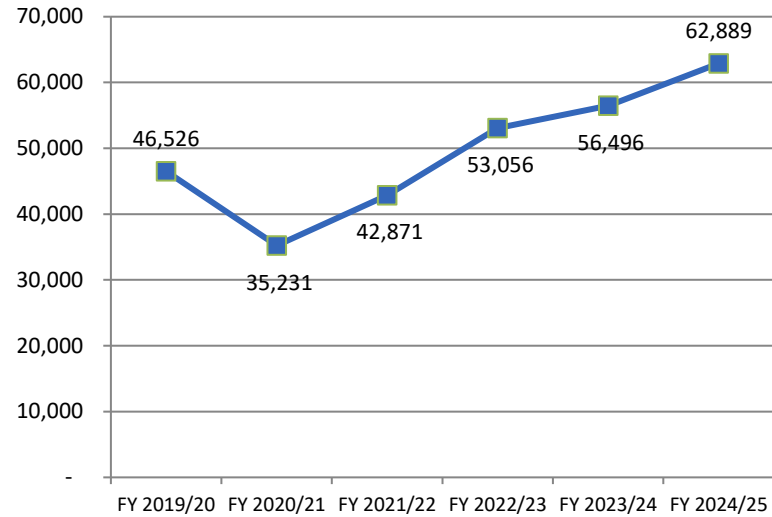


Exhibit 6.18 Demand-Response VSM/VSH

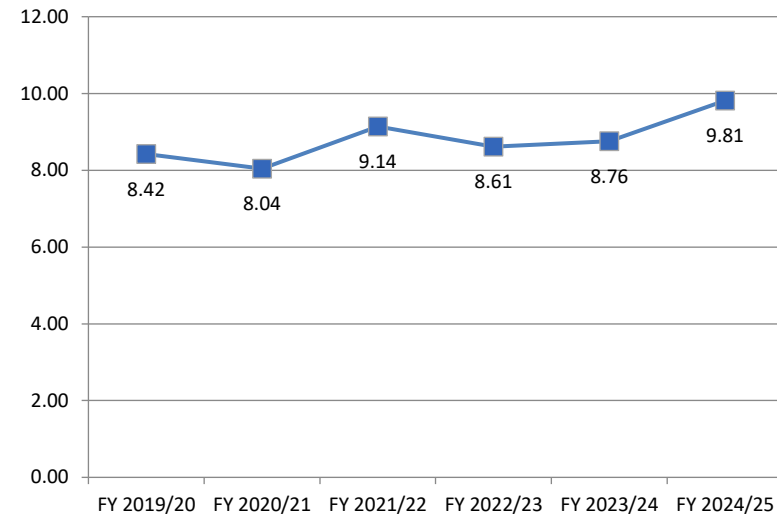


Exhibit 6.19 Demand-Response Passengers/VSH

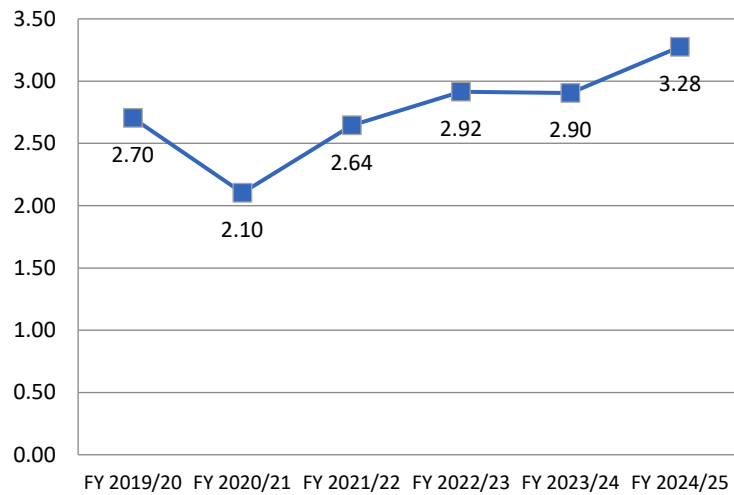
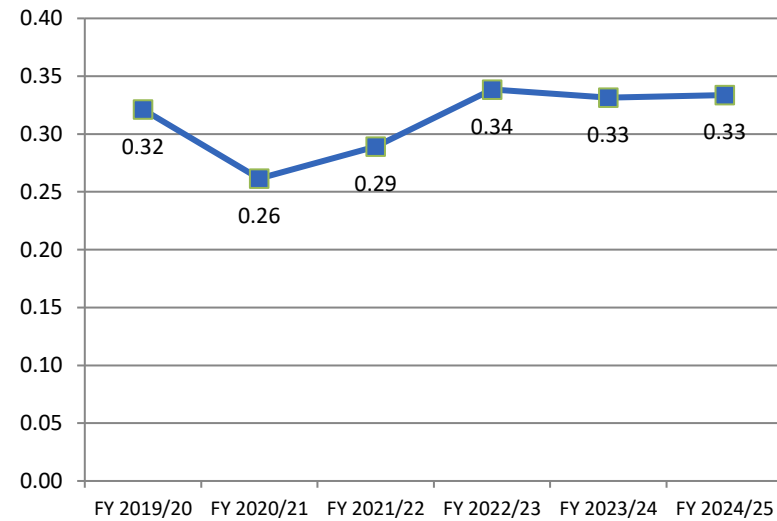


Exhibit 6.20 Demand-Response Passengers/VSM



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Chapter 7 | Functional Review

A functional review of the Eastern Sierra Transit Authority’s public transit program is intended to assess the effectiveness and efficiency of the operator. Following a general summary of the ESTA’s transit services, this chapter addresses seven functional areas. The list, taken from Section III of the *Performance Audit Guidebook* published by Caltrans, reflects those transit services provided by ESTA through its transit program:

- General management and organization;
- Service planning;
- Administration;
- Marketing and public information;
- Scheduling, dispatch, and operations;
- Personnel management and training; and
- Maintenance.

Service Overview

The Eastern Sierra Transit Authority (ESTA) provides a variety of bus services, including deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the Highway 395 and Highway 6 corridors, and interregional service (CREST) extending from Reno, Nevada, to Lancaster, California, with connections to the Los Angeles area. ESTA operates four routes along Highway 395 and three community routes. Some stops are on-call stops that require 24-hour advance notice. In partnership with the Town of Mammoth Lakes, ESTA operates free year-round bus service throughout Mammoth Lakes (Purple Route and Teal Route). Both lines operate daily from 7:00 a.m. to 6:00 p.m.

Additionally, ESTA offers multiple seasonal routes. In the summer, ESTA operates two trolleys and a shuttle service in the Mammoth Lakes area. In the winter, additional fixed routes and two night trolleys are operated.

Transit fares are distance-based and vary significantly by route and destination. Discounted fares are available to customers age 60 and up, persons with disabilities, and youth under age 16. Children under age five ride free with a fare-paying adult. All other riders pay the base Adult fare. Fare details are provided in Exhibit 7.1.

ESTA also offers multi-ride non-cash fare media which can be purchased onboard from drivers, at the Bishop and Mammoth Lakes offices, by phone, and online.



Exhibit 7.1 ESTA routes/services and fares

Route	Service Days	Service Span	Adult fare range	Discounted fare range
Hwy 395 Routes				
Lone Pine – Reno (Hwy 395 North)	Monday – Friday	NB: 6:10 a.m. – 12:10 p.m. SB: 1:30 p.m. – 7:40 p.m.	\$2.00 - \$59.00	\$1.75 - \$53.00
Mammoth Lakes – Lancaster (Hwy 395 South)	Monday – Friday	SB: 7:50 a.m. – 12:45 p.m. NB: 2:00 p.m. – 7:00 p.m.	\$2.00 - \$39.00	\$2.00 - \$36.00
Lone Pine Express	Monday - Friday	NB: 6:10 a.m. – 6:20 p.m. SB: 6:50 a.m. – 7:40 p.m.	\$3.50 - \$7.25	\$3.00 – \$6.50
Mammoth Express	Monday – Friday	NB: 6:35 a.m. – 7:00 p.m. SB: 7:50 a.m. – 8:05 p.m.	\$2.00 - \$7.00	\$1.75 - \$6.00
Community Routes				
Walker to Mammoth Lakes	Daily (June – September)	AM: 8:30 a.m. – 3:15 p.m.	\$5.50 - \$14.00	\$4.50 - \$12.00
Benton – Bishop	Tuesday & Friday	SB: 8:35 a.m. – 9:30 a.m. NB: 2:30 p.m. – 3:35 p.m.	\$3.00 - \$6.00	\$2.25 - \$5.25
Bridgeport – Gardnerville/Carson City	Wednesday	NB: Departs 9:30 a.m. on request only	\$5.50 - \$13.00	\$4.50 - \$11.00
Mammoth Routes				
Year-round				
Purple Route	Daily	6:55 a.m. – 5:30 p.m.		Free
Teal Line	Daily	6:55 a.m. – 5:30 p.m.		Free
Evening Trolley	Daily	5:30 p.m. – 10:30 p.m.		Free
Winter only				
Red Line	Daily (November – May)	7:00 a.m. – 6:00 p.m.		Free
Blue Line	Daily (December - April)	7:05 a.m. – 5:20 p.m.		Free
Yellow Line	Daily (December - April)	7:30 a.m. – 5:30 p.m.		Free
Green Line	Daily (December - April)	7:30 a.m. – 5:30 p.m.		Free
Orange Line	Daily (December – April)	7:30 a.m. – 5:15 p.m.		Free
Mammoth Lakes Late Night Trolley	Daily (December – April)	10:30 p.m. – 2:00 a.m.		Free
Summer only				
Mammoth Town Trolley	Daily (May – November)	7:00 a.m. – 5:00 p.m.		Free
Lakes Basin Trolley	Daily (May – September)	9:00 a.m. – 5:00 p.m.		Free
Reds Meadow Shuttle	Friday - Sunday (June – September) Thursday (limited service)	7:30 a.m. – 6:15 p.m.	\$15.00	\$7.00

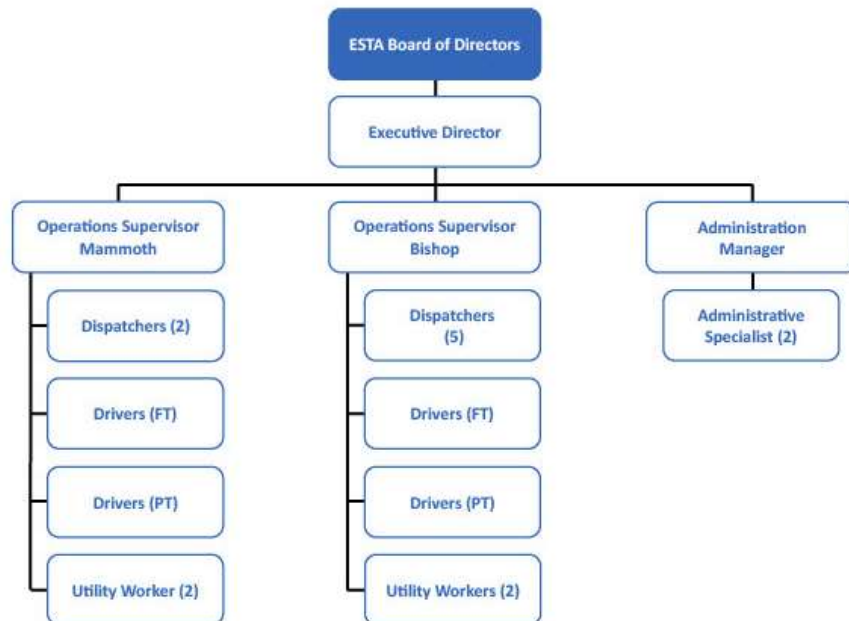
Route	Service Days	Service Span	Adult fare range	Discounted fare range
Dial-A-Ride				
Bishop Dial-A-Ride (general public)	Monday – Thursday Friday – Saturday Sunday	7:00 a.m. – 6:30 p.m. 7:00 a.m. – 2:00 a.m. 7:00 a.m. – 6:30 p.m.	\$3.00 - \$5.00	
Lone Pine Dial-A-Ride (general public)	Monday – Friday Wednesday (to/from Keeler)	7:30 a.m. – 4:30 p.m. 8:00 a.m. – 3:00 p.m.	\$3.00 - \$5.00	
Mammoth Lakes Dial-A-Ride (general public)	Monday – Friday	8:00 a.m. – 5:00 p.m.	\$3.00 - \$5.00	
Walker Area Dial-A-Ride (general public)	Monday – Friday	8:00 a.m. – 4:30 p.m.	\$3.00 - \$5.00	

General Management and Organization

The Eastern Sierra Transit Authority’s programs are monitored on a monthly, quarterly, and annual basis. Individuals throughout the organization involved in program management and reporting, including safety, training and maintenance programs. Spare software is used to monitor on-demand routes. The Executive Director solicits reports and monitors activities, including the safety program that requires quarterly meetings with staff.

Programs are organized and monitored by the Executive Director with roles and lines of reporting clearly defined. However, the Executive Director, prior to his retirement in April 2026, indicated that the organizational structure of ESTA needed to be revised to plan for growth. His envisioned changes include elevating the Operations Supervisors to Operations Manager, with another Supervisor level below them. This would enable greater oversight of the drivers; the supervisors currently have too many drivers reporting to each of them. He also cited a need for Road Supervisors. Some progress has already been made with the hiring of an Assistant Supervisor in Mammoth (not reflected in the organizational chart shown in Exhibit 7.2). However, finalization of the updated organizational chart will be reserved until after a new Executive Director is hired so that it can be reflective of the new individual’s vision.

Exhibit 7.2 Organizational Chart (January 2026)



Service changes occurring during and subsequent to the audit period include:

- Added Saturday service on the 395 Reno route and Sunday service on the Mammoth Express in July 2023.
- Discontinued Bishop Creek service in Summer 2023.
- Added new Teal Line service to Mammoth and modified the Purple Line to complement that new route in November 2023.

- Added Saturday service on the 395 Lancaster route and Sunday service on the 395 Reno route in July 2024.
- Added Sunday service on the 395 Lancaster route and Lone Pine Express and additional weekend run times on the Mammoth Express in July 2025.
- Increased Mammoth Express weekend run times beginning in July 2025.
- Extended Bishop Dial-A-Ride operating hours, including later weekday evening service and expanded weekend hours in January 2022, September 2025, and October 2025.

ESTA is proud that it now offers service on the 395 routes seven days a week and on several holidays (only closed on Thanksgiving and Christmas). Doing so helps to maintain mobility along this important corridor.

Ridership trends, farebox performance, and driver availability were measured and considered as part of the recent service changes. Expanded and extended services were monitored through monthly ridership data and existing performance standards, with no new key performance indicators developed. Passenger feedback was also reviewed, particularly regarding the addition of weekend service on the U.S. 395 routes and expanded Dial-A-Ride (DART) hours. The Purple and Teal Line modifications in Mammoth required a short adjustment period for riders, but performance improved over time. Service expansions along the U.S. 395 corridor, especially the Reno route, exceeded expectations. While some hikers expressed disappointment regarding the discontinuation of the Bishop Creek service, ridership on that route had been low, and little community feedback was received. Overall, results were generally as expected or better than anticipated.

Other improvements during the audit period have been related to technology. ESTA implemented a new real-time reservation system (BetterRes) for the U.S. 395 routes, which enables riders to book and pay for their ride online. The back-end of the system enables ESTA to create routes and change the number of seats available on an as-needed basis. It also reduces the need for drivers to handle as much cash. ESTA has also implemented the Spare app and dispatch software for its demand-response service. At the time of the site visit, the app had been launched for the Bishop and Mammoth demand-response services, with an average of 10 to 15 percent of trips booked through the app. The Spare platform has created efficiencies with drivers and a more positive experience for customers.

ESTA partners with two RTPAs: the Inyo County and Mono County Local Transportation Commissions (LTCs). The Executive Director attends both Commission meetings monthly and serves as an *ex officio* member of both. ESTA also enjoys a positive and effective relationship with its peers, Caltrans, and the FTA. It coordinates with YARTS, Washoe RTC, Kern Transit, RidgeRunner (City of Ridgecrest), Antelope Valley Transit Authority, and many others through the California Association for Coordinated Transportation (CalACT). ESTA shares and requests information from peers, the RTPAs, Caltrans, and the FTA. The Executive Director also participates in regional programs and information-sharing activities.

The Eastern Sierra Transit Authority is governed by an eight-member Board of Directors. Two representatives each are appointed from the respective governing bodies of Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes. The Board meets monthly, with the location alternating between Bishop and Mammoth Lakes and a remote link frequently provided in the other location.

During the audit period, ESTA’s Board expressed interest in expanding transit services in remote areas of North Mono County and addressing challenges associated with the agency’s aging fleet. In response, staff utilized existing resources to develop a summer transportation program that improved access for Mono County residents to Health and Human Services programs and services. Staff also pursued fleet replacement and modernization efforts, including the successful award of \$9 million in competitive grant funding for 14 replacement buses in Mammoth. In addition, the Executive Director secured smaller, more reliable vehicles for demand-response services and smaller community routes, helping to improve service reliability while reducing maintenance and fuel costs. During the audit period, ESTA also secured \$3.5 million in funding for a new administration building.

Service Planning

The ESTA’s goals and objectives are clearly laid out in its two-year Strategic Business Plans. The Director updates the Board regarding goals and relevance on a quarterly basis as part of the Executive Director’s Report. The Short Range Transit Plan is updated every five years, with the most recent update having been completed in June 2022 as part of a joint Coordinated Public Transit – Human Services Transportation Plan and Short Range Transit Plan. Many of the recommendations from that plan have been implemented, including service increases for the Mammoth Express and 395 Reno and Lancaster routes. An update of the plan is scheduled to be conducted in 2027. Ongoing planning occurs annually through budget planning, Overall Work Plan development, and Regional Transportation Improvement Plan development.

Transit needs are identified annually through separate unmet transit needs processes held by the Inyo County and Mono County Local Transportation Commissions. Public meetings are also held throughout the region annually to solicit feedback. Other public requests are received throughout the year. All feedback is evaluated through the various planning departments invested in transit.

The Social Services Transportation Advisory Council (SSTAC) ensures the needs of special populations and riders are effectively represented. Comments and requests are researched and evaluated for potential implementation. The entire ESTA fleet is wheelchair-accessible. Lifeline routes are maintained to ensure remote and low-demand areas remain connected to critical services within the region, despite often low productivity.

ESTA has identified hydrogen as its preferred zero-emission technology, despite having yet to begin implementing its transition to zero-emission. Battery-electric vehicles take a long time to fuel and many do not have the range needed for ESTA’s routes. ESTA is developing a hydrogen transition strategy to support a practical and efficient path toward zero-emission operations. Current efforts include evaluating fueling infrastructure, identifying long-term fuel supply solutions, and building regional stakeholder support. ESTA is also coordinating with vehicle manufacturers regarding mechanic training, warranty support, and technical assistance. The agency continues to monitor nearby hydrogen infrastructure developments, including facilities planned in Lancaster and Nevada, that may support future fueling opportunities.

Public participation activities are generally conducted to support major service changes and fare changes, as well as part of planning efforts. All efforts are consistent with ESTA’s Title VI Plan, and notices are made available in Spanish. Meetings are held in locations throughout Inyo and Mono counties. Advisory committees are organized in over half a dozen communities throughout the region, including June Lake, Long Valley, Bridgeport, Mono Basin, the Antelope Valley, Mammoth Lakes, and Bishop.

The most recent rider survey was conducted in October 2025 as part of in-house efforts to collect feedback on desired routes and schedules.

Administration

The Executive Director is responsible for developing revenue projections, an operating budget, and a capital budget on an annual basis for submittal to the Board. The Administrative Manager assists with research and makes recommendations to the Director. The Board of Directors is involved in updates and final approval. ESTA's fiscal management practices reflect a conservative budgeting approach, establish the level of cost recovery required from the provision of various services, review the cost of services annually, and plan and budget for future capital needs, as well as maintenance and operation of existing assets. New services, employee growth, and upcoming projects are considered and tracked throughout the year to ensure future needs are anticipated and planned for.

Comparisons of budgeted and actual revenues and expenses occurs at least monthly, with financial reports presented at ESTA Board meetings. Oversight is conducted more frequently as any object codes approach 100 percent of their budget. These reports include year-to-date actual expenses, trends, and forecasts for the balance of the fiscal year. The Executive Director is authorized to move funds under \$5,000 or 20 percent (whichever is greater) between budget items. Anything greater requires Board approval.

Financial data is managed using Inyo County's OneSource software platform. Invoices are entered by ESTA administrative staff and approved by the Administrative Manager.

The Administrative Manager is responsible for overseeing "expected" grant processes and timelines. The Executive Director and the Administrative Manager work together on planning grants. Current, pending, and closed grants are tracked on a spreadsheet by the Administrative Manager. ESTA applies for all grants that offer operating support to transit. Another primary focus has been securing capital resources to replace diesel buses in the Mammoth area, where vehicle performance requirements on steep mountain routes necessitate reliable diesel-powered equipment. As a result, there have been some no-carbon vehicle grant opportunities that have not been pursued.

Accident and injury events are reported and investigated. Policies are written to prevent similar events. Insurance claims are pursued as needed. The reporting procedure starts with an employee reporting an incident, followed by tracking, investigating, and reporting. ESTA is a member of the California Joint Powers Insurance Authority (CJPIA), through which it maintains workers' compensation and liability insurance.

Regular tracking and reporting enables ESTA to effectively monitor its safety programs. Quarterly safety meetings with leadership and employees serve as an opportunity to review safety practices. ESTA collaborates with other essential community agencies and resources in the Disaster Preparedness Response Program. This includes the Access and Functional Needs program, which focuses on identifying and assisting at-risk individuals who may need additional support in response to emergency events.

Contracts with Mammoth Mountain Ski Area and the Town of Mammoth Lakes are maintained annually. The Town of Mammoth Lakes reimburses ESTA for revenue hours and invoices for maintenance services provided. The Mammoth Mountain Ski Area reimburses the ESTA for revenue service hours. Contracts are managed through billing processes and effective communication.

Employees complete their own timesheets and submit them to their supervisor for review and approval. Administrative Specialists audit timesheets and compile files for submittal to ADP. The files are reviewed and approved by the Administration Manager prior to submittal. Direct deposit is offered and utilized by more than 90 percent of employees. Both physical and digital employee records are securely stored with limited access.

The Administrative Specialist verifies and codes all invoices. Once invoices are approved by the Administration Manager or Executive Director, they are entered into Inyo County's OneSource software. Original invoices are sent to Inyo County's auditors for review and payment. Receipt of goods and services is verified prior to paying invoices, either through a verified packing list or sign-off from those who have first-hand knowledge of services provided and can verify they were completed.

ESTA maintains a procurement handbook and policy, which dictates purchasing activities. Procurement practices conform to FTA requirements. Competitive procurements are used when the procurement policy dictates. Requests for Proposals and quotes are used when the purchase meets the qualifying standards in the policy. The Executive Director can approve purchase under \$100,000; anything higher must be approved by the Board. Whenever possible, ESTA obtains three quotes for purchases over \$3,000. However, due to the remote area, there are limited options for vendors, especially for fuel. This challenge was noted in the most recent Short Range Transit Plan. ESTA purchases vehicles through the CalACT bid or through a competitive bid process.

While ESTA does not have an internal audit function, Inyo County's Auditor-Controller provides quality control for ESTA's accounts payable, which are handled by the County.

Marketing and Public Information

Marketing responsibilities are currently handled in-house. ESTA maintains the transit websites and provides service brochures that are updated seasonally. The ESTA utilizes local radio marketing, social media, newspapers, direct mail, and bus signage to advertise its services. Printed brochures are available in local offices, visitor centers, colleges and lodging locations. ESTA staff check in with community partners quarterly to ensure they have a healthy supply of brochures on hand. Brochures are also available on the ESTA website.

During the audit period, ESTA engaged a local graphic designer to refresh its brand identity and improve consistency and overall appeal of marketing materials. A key component of outreach includes the agency mascot, "ESTY," who participates in school visits, community events, and parades to promote public transit awareness. ESTY is also featured in a children's coloring book as part of a youth engagement program designed to introduce transit concepts early and encourage long-term ridership. The youth engagement program targets children ages five to seven through visits to daycares, schools, and camps. ESTA staff take a transit vehicle accompanied by ESTY, give youth a ride on the bus, and provide backpacks with transit information, giveaways, and passes. Additional outreach includes participation in events such as Earth Day, where ESTA showcases services and promotes



sustainability using an electric vehicle. ESTY has become an invaluable part of community outreach, and is a great way to introduce transit to families.

In Mammoth, marketing efforts place particular emphasis on introducing transit to new riders who may be unfamiliar with bus systems, with the goal of reducing barriers to use and encouraging adoption among both residents and families.

ESTA provides service information through the Swiftly platform, the ESTA website, and the ESTA DART app. In addition to real-time service information, the ESTA DART app supports DART ride scheduling and the BetterRes system allows passengers to make and pay for reservations on U.S. 395 route services.

Public perception of the ESTA is generally positive, with good service options for a rural area and friendly drivers. Part of this is due to increase community outreach, especially with employers and schools.

The ESTA does not document all phone calls, only valid customer complaints and requests for new services. Complaints that can be resolved by the dispatcher are addressed and logged. Complaints that cannot be handled by the dispatcher are forwarded to leadership and the problem and resolution documented. The operations supervisor tracks all complaints on a spreadsheet. Follow up with the complainant occurs within one business day, though resolution times vary depending on the nature of the complaint.

Scheduling, Dispatch, and Operations

The ESTA service is operated in house. Operations personnel are represented by the Eastern Sierra Transit Authority Employees Association, while supervisors and confidential employees are represented by the Management & Confidential Employees Association (MCEA). At the time of the site visit, there were 33 full time drivers and 30 part-time drivers. Most part-time drivers are part-time out of personal preference. However, there are a few new part-time drivers who will likely move to full-time when positions become available.

There is an open position for a part-time driver in the remote area of Walker, California. The position has been open for some time and is the only position for which the ESTA is actively recruiting. A full-time driver is currently assigned to Walker; when that driver is off, someone must be sent out from another location. The absence of a part-time driver does not impact service, but it does represent a logistical issue.

As a remote, tourism-driven region with seasonal fluctuations in demand, part-time drivers play an essential role in ESTA's operations. Many part-time drivers cover regular shifts two to three days per week, while others are assigned specific shifts such as lunch coverage or fill-in work during absences and peak service periods. During higher-demand seasons, part-time staff may work increased hours, while some drivers work full-time hours on a seasonal basis, either in winter or summer depending on service needs. ESTA works closely with part-time drivers to develop flexible schedules that align with both operational requirements and driver availability, ensuring service continuity while supporting a sustainable and desirable work environment.

Rather than a formal bid, drivers submit a shift preference request to their location Supervisors who prepare the schedule. Driver preference is taken into account as much as possible, though all staff understand that not all requests can be met based on business need. Vacation requests are typically

accommodated using part-time staff. Unscheduled absences use extra board or other available drivers. Drivers calling out for early morning shifts are requested to call out the night before.

Vehicles are primarily route-specific and are assigned at least one day in advance. This enables Dispatch or Operations Supervisors to schedule cleaning or maintenance and ensure mileage is accrued evenly across the fleet. Keys to all available vehicles are ready for drivers to take when they arrive to work. Keys to vehicles that are scheduled for maintenance or are unsafe to operate are withheld. Mammoth uses a board showing whether a vehicle is available for service (green) or unavailable for service (red). In Bishop, each vehicle is tagged, and if the tag is red, it is unavailable for service.

Drivers must have air brake and passenger endorsements to operate specific routes. Some drivers in Bishop who were hired more than a decade ago do not have their air brake endorsement and are not eligible to drive the 395 Reno/Lancaster routes or several of the Mammoth Lakes routes. This does not have a significant effect on scheduling, as all newer drivers are being trained for their air brake endorsement, and those scheduling the vehicles ensure that all drivers have the appropriate credentials for the vehicle they are assigned.

ESTA uses different fare collection methods depending on the type of service. Routes that collect larger amounts of cash use locked fareboxes, while Dial-A-Ride (DART) services use secured money bags due to the low amount of cash collected. On the U.S. 395 routes, most payments are now made by credit card through the reservation system, which has reduced cash transactions by about 90 percent. Mammoth Mountain Ski Area (MMSA) also sells tickets for the Reds Meadow Shuttle through retail locations, further limiting cash handling.

Fare collection is handled by the Operations Supervisor and Administrative Specialist. Drivers place fares into secured lock boxes, which are then counted in a secure, camera-monitored area by the Administrative Specialist. Funds are stored in a safe with restricted access and are reconciled against driver manifests, with additional review by Inyo County Auditors to confirm deposits match records. All revenue is then entered into the Inyo County OneSource system for proper accounting. Cash is transported in sealed bags by the Administrative Specialist, with different timing and handling procedures used to maintain security.

Passes may be purchased online using a credit card, with in-person cash sales available through Dispatch, the Administrative Specialist, or drivers. Passes are assigned to Dispatch, the Administrative Specialist, and drivers via an Access database, and all unassigned passes are securely stored. Credit card payments through the ESTA website are directly deposited into the agency's account. System reports and automated credit card receipts are used to track budget codes.

Personnel Management and Training

Driver scheduling often involves long driving shifts (up to 10.5 hours), which, combined with commute times from Bishop, presents ongoing considerations related to fatigue and operational safety. ESTA supports commuting drivers through carpool arrangements and a vehicle shuttle between Bishop and Mammoth, and no drivers living in Bishop are scheduled on late evening shifts in Mammoth. Staffing ESTA services in Mammoth is one of the biggest challenges, due primarily to the high cost of living and lack of affordable housing in the resort community. A complicating factor is the seasonal nature of the service in Mammoth, as only some routes are operated year-round.

ESTA is also planning additional recruitment this year, including multiple training classes to meet peak demand and support its anticipated new airport service, while continuing to evaluate scheduling practices to ensure safe and sustainable operations. Recruitment tactics have included the following:

- “Media blitzes” (bilingual radio and newspaper advertisements);
- Radio interviews;
- Refer a Friend program with the drivers;
- \$1,000 sign-on program in Mammoth (the Town pays the premiums for this incentive);
- Social media;
- ESTA web page;
- Online job boards such as In Demand and Chamber websites;
- Contacting former employees to advise about wage increases;
- Offering creative benefits like the Mammoth Mountain Ski Area (MMSA) Ski Passes;
- Having booths at community events;
- Notifying employment partners such as colleges, California EDD, and the Paiute Tribe Training Centers about opportunities;
- Posting flyers at coffee shops, community centers, and other locations; and
- Speaking at schools and to community groups.

The ESTA has found that radio and newspapers advertisements receive the most feedback, with Indeed and Facebook posts picking up traction as well. It has had success with an updated application that can be completed on a mobile device.

ESTA offers a sign-on bonus of \$1,000 to drivers in Mammoth, paid in two stages: \$250 once the driver is licensed and operating independently, and \$750 upon completion of their first full summer or winter season. Mammoth drivers also earn an additional \$2.00 per hour premium wage. Employee motivation is supported through recognition programs and informal incentives, including gift cards and thank-you notes for positive feedback from coworkers or the public. ESTA also has an Employee of the Quarter program, which includes a plaque, recognition at a Board meeting, and a \$100 gift card. Additional appreciation efforts include providing snacks, BBQs, and seasonal holiday gifts for staff.

The agency also has a bonus program outlined in the bargaining agreement, which is tied to the organization’s financial performance and accident prevention metrics.

Turnover in ESTA’s transit program is primarily concentrated in the Mammoth hub. The most common reason employees, particularly drivers, leave is the high cost and limited availability of housing, which often leads staff to relocate out of the area. Severe winter conditions can also contribute to attrition in some years. In addition, ESTA employs a number of post-retirement age drivers who typically work for a few years before fully retiring, which contributes to natural turnover over time.

Overall, ESTA has seen improvements in recruitment efforts during this audit period; however, driver staffing continues to be an ongoing challenge. Factors such as the high cost of housing, harsh winter conditions, and seasonal workforce fluctuations make recruitment and retention difficult. To address these challenges, ESTA has focused on becoming an employer of choice by enhancing employee benefits and

emphasizing long-term career opportunities rather than temporary jobs. During this audit period, additional dispatch positions were added to provide greater operational support for drivers and to extend operating hours. Despite these efforts, the agency continues to experience a need for additional drivers.

The overall labor pool is limited due to the remote mountain location, and recruitment often relies on attracting employees from outside the area, sometimes with housing support. Management has also noted the challenges associated with commuting demands and seasonal workload fluctuations. There is interest in improving how turnover is tracked, including potentially establishing it as a key performance indicator to better monitor trends and support retention strategies. Consideration has also been given to additional recruitment supports, including expanded outreach for housing assistance to help attract and retain staff.

Administrative staff, Dispatchers, and Operations Supervisors received annual evaluations. Drivers receive ride-alongs at least quarterly, or more frequently as warranted.

At the time of the site visit, ESTA had four certified trainers, with another in the process of being certified. ESTA offers a comprehensive four- to six-week training program for new employees as well as annual VTT training, safety training, injury and illness prevention, staff administrative training, and post-accident training. New recruits are required to have at least a commercial drivers license (CDL) permit prior to beginning their training. Driver trainers are certified through the Transportation Safety Institute (TSI), and some hold additional certifications through TSI and CJPIA.

ESTA contracts with a private DMV examiner for commercial license testing and the California DMV for written testing. All training meets state requirements. Vehicles are appropriately equipped with safety equipment.

ESTA has a unique attendance policy incorporated into its Memoranda of Understanding. It cites that excessive tardiness or absenteeism is a reason for discipline, but it does not define what is considered excessive. This informal approach enables ESTA to notify personnel when tardiness or absenteeism is an issue, usually via letter. Historically, that notification is sufficient to mitigate the problem. If it does not, a warning may be issued. While informal, ESTA feels the policy fits the size of the organization and works with Human Resources regarding enforcement.

Both MOUs and the personnel rules can be accessed on the employee portal. Training for new hires on where to find this information is provided by Human Resources. A paper copy of the personnel rules is provided to all new hires. Additionally, the Executive Director sends out Transportation Bulletins with information about policies and updates.

Both full- and part-time employees receive holiday premium pay, CalPERS 457 option, access to the Employee Assistance Program, free travel for themselves and family members, retirement bonus, education reimbursement, holiday premium pay, MMSA passes (for Mammoth employees), and a bonus program. Full-time employees also receive medical, dental, vision, and hearing insurance; holiday pay and two floating holidays; paid time off; life insurance; CalPERS retirement benefits; and maternity leave through FMLA. Benefits are communicated through the offer letter to benefitted employees and highlighted during orientation. Formal letters are provided for changes in benefits.

Maintenance

Most maintenance for the Mammoth service is provided under contract to the Town of Mammoth Lakes, and ESTA relies on local repair shops for services in Bishop. The maintenance program is tracked using an Access database. ESTA's preventive maintenance program includes periodic inspections based on mileage and exceeds manufacturer specifications. Compliance with the preventive maintenance schedule can be tracked through the PMI log. Warranty work is tracked and provided in a timely manner.

ESTA does not have a dedicated maintenance facility. The maintenance contract with the Town of Mammoth has been a successful solution. Town mechanic hours are tracked and invoiced to ESTA. Maintenance is more problematic in Bishop, which features only a single diesel mechanic. ESTA started doing some of its own small maintenance during the audit period, and expects to add air conditioning repairs in the current year. The master plan for Bishop is the construction of an administration and maintenance facility that could handle repairs on-site. This would facilitate more dependable maintenance, rather than having to wait for the availability of a local vendor.

The most significant challenge during this audit period has been maintaining an aging fleet, particularly in the Mammoth area. ESTA was recently awarded Sections 5339(b) and 5339(a) grant funding, which will support the purchase of 14 replacement buses for the agency's largest vehicles operating in Mammoth. The procurement process began recently, with delivery of the vehicles expected within approximately 18 to 24 months. Additionally, ESTA's remote location in limits the availability of local bus repair services. As a result, buses occasionally must be transported out of the area for repairs, or repair turnaround times are delayed due to limited local capacity. These factors have compounded the operational challenges associated with an aging fleet.

Current records are kept in a locked office, while archived records are locked in a storage container in the Bishop yard. While parts are generally ordered as needed, any parts stocked in the inventory are secured. All parts are tracked through invoices and software.

Regular California Highway Patrol (CHP) and daily driver inspections ensure vehicles can be operated safely. Maintenance is notified promptly of vehicle breakdowns and safety issues. Lock out/tag out procedures in both locations are used to keep unsafe vehicles and shop equipment from being used.

The average age of the transit vehicles is 10 years, with an average mileage of 160,000 miles. There is a vehicle replacement program in effect, with most replacements funded through a mix of grants and local funds. The current revenue fleet is detailed in Exhibit 7.3.

Exhibit 7.3 ESTA Transit Fleet

Quantity	Year	Make/Model	Pass + WC	Fuel	Location	Mode	Route
1	2005	Ford Escape	5	Gas	Mammoth	Non-revenue	
1	2012	Toyota RAV4	5	Gas	Bishop	Non-revenue	
8	2012	El Dorado Axess bus	37+2	Diesel	Mammoth	Fixed-route	MMSA/Reds
2	2012	El Dorado EZ Rider II bus	37+2	Diesel	Mammoth	Fixed-route	MMSA/Reds
1	2012	El Dorado EZ Rider II bus	37+2	Diesel	Mammoth	Fixed-route	Trolley routes
1	2013	Ford F150	3	Gas	Bishop	Non-revenue	
1	2013	Ford E-449 cutaway	20/16+2	Gas	Mammoth	Fixed-route	Purple
1	2013	El Dorado Axess bus	37+2	Diesel	Mammoth	Fixed-route	MMSA/Reds
1	2014	Ford F150	3	Gas	Mammoth	Non-revenue	
1	2015	Ford E-450 cutaway	16/12+2	Gas	Mammoth	Fixed-route	Purple
1	2016	Ford E-450 cutaway	16/12+2	Gas	Bishop	Dial-A-Ride	
1	2016	Hometown Trolley Villager bus	26+2	Diesel	Mammoth	Fixed-route	Trolley routes
1	2017	Hometown Trolley Villager bus	26+2	Diesel	Mammoth	Fixed-route	Trolley routes
1	2018	Hometown Trolley Villager bus	26+3	Diesel	Mammoth	Fixed-route	Trolley routes
1	2019	Freightliner Defender cutaway	33/27+2	Diesel	Bishop	Fixed-route	395 Reno/Lancaster
1	2020	Freightliner Defender cutaway	33/29+2	Diesel	Bishop	Fixed-route	
1	2020	Hometown Trolley Villager bus	26+4	Diesel	Mammoth	Fixed-route	Trolley routes
3	2022	Chrysler Voyager minivan	5	Gas	Bishop	Non-revenue	
1	2022	Chrysler Voyager minivan	5	Gas	Mammoth	Dial-A-Ride	
1	2022	Chrysler Voyager minivan	5	Gas	Walker	Dial-A-Ride	
1	2022	Ford Transit 350EL van	7	Electric	Bishop	Dial-A-Ride	
1	2022	Ford E-450 cutaway	16/12+2	Gas	Bishop	Dial-A-Ride	
1	2022	Ford E-450 cutaway	16/12+2	Gas	Bishop	Fixed-route	
1	2022	Ford E-450 cutaway	16/12+2	Gas	Mammoth	Fixed-route	
1	2022	Hometown Trolley Villager bus	26+4	Diesel	Mammoth	Fixed-route	Trolley routes
1	2022	Hometown Trolley Villager bus	26+5	Diesel	Mammoth	Fixed-route	Trolley routes
2	2023	Toyota RAV4	5	Gas	Bishop	Non-revenue	
1	2023	Freightliner FRGTliner cutaway	25/21+2	Diesel	Bishop	Fixed-route	
4	2023	Freightliner FRGTliner cutaway	33/29+2	Diesel	Bishop	Fixed-route	
1	2023	Freightliner FRGTliner cutaway	33/29+2	Diesel	Mammoth	Fixed-route	
1	2023	Hometown Trolley Villager bus	26+2	Diesel	Mammoth	Fixed-route	Trolley routes
2	2024	Toyota Sequoia	7	Gas	Mammoth	Non-revenue	
8	2024	Dodge Promaster van		Gas			
1	2024	Freightliner Legacy cutaway	25/19+2	Gas	Mammoth	Fixed-route	
1	2025	Freightliner Legacy cutaway	25/19+2	Gas	Bishop	Fixed-route	395 Reno/Lancaster

Chapter 8 | Findings and Recommendations

Conclusions

The ESTA is found to be in compliance with the Transportation Development Act (TDA). Four recommendations intended to improve the effectiveness and efficiency of the transit operator are detailed below.

Findings

Based on discussions with ESTA staff, analysis of program performance, and an audit of program compliance and function, the audit team presents no findings related to compliance with the TDA.

Program Recommendations

Recommendations are intended to assist in bringing the operator into compliance with the requirements and standards of the TDA as well as address non-compliance-related issues, challenges, or opportunities observed during the site visit and functional review. The following recommendations are presented for the ESTA.

Recommendation 1: Evaluate driver shifts to accommodate those who cannot or do not want to work 10- to 12-hour shifts.

Discussion: Long shifts, including those that span 10 to 12 hours, were implemented in FY 2017/18 when the ESTA program was significantly understaffed. The shifts were designed so that the service could be operated by fewer drivers. The shifts generally include up to 10.5 hours driving time, with up to two hours for the commute. While some drivers prefer the long shifts, others do not or cannot work those schedules.

Contributing Factor(s): Current schedules are difficult from a safety perspective because they include the maximum amount of driving time. If a driver is out of Bishop, they have nearly an hour commute each way, which raises concerns about safety. Many drivers choose to carpool, but it is still a long day. Drivers from Bishop are not assigned for the late shift due to the extended commute. This restriction is an issue because it makes fewer drivers available. In addition, the lack of a driver bid means that supervisors may need to schedule a driver counter to their preferences.

Recommended Action: ESTA should review its driver scheduling practices to determine if keeping such long shifts is preferable now that there is greater staffing, or if maintaining these long shifts is detrimental to safety. It should also consider whether implementation of a driver bid system would enable those who prefer long shifts to keep them and others to bid on shorter shifts.

Timeline: FY 2026/27.

Anticipated Cost: Modest.

Recommendation 2: Begin tracking the driver attrition rate as part of the annual Key Performance Indicators (KPIs).

Discussion: Given the extremely high turnover among drivers, tracking the attrition rate can provide more solid data regarding why drivers leave, what motivates them to stay, and ultimately what impact the turnover has on the transit program. While this is monitored informally, it is not a metric that is documented with hard data and reported to the Board.

Contributing Factor(s): While ESTA may not wish to set a performance target for driver attrition, at least initially, documenting this information can help the agency clearly see what kind of economic impact it is having on its transit program. Since ESTA is willing to train drivers to get their commercial drivers license, developing an understanding of how many of those drivers remain with the program is important information about ESTA’s investment in its workforce.

Recommended Action: ESTA should begin documenting as much data around driver attrition as possible, including but not limited to date of hire, work location, date of departure, reason for leaving, and whether the driver was hired with a CDL or obtained it as a result of training through the agency. ESTA may also wish to track seasonal drivers to identify how many return for multiple seasons or quit after one or two seasons. Over time, ESTA can use this information to further target some of the causes of attrition in its recruitment efforts.

Timeline: Ongoing.

Anticipated Cost: Modest.

Recommendation 3: Work toward strengthening ESTA’s maintenance program in Bishop.

Discussion: ESTA has not historically provided maintenance services using in-house staff. During the audit period, minor repairs and maintenance began being conducted in-house as staff had the capacity to provide them, due in part of the lack of maintenance vendors (especially those who could work on diesel vehicles) in Bishop. That situation was threatened further when a fire in 2025 nearly burned down the vendor and endangered several ESTA vehicles parked in the vendor’s lot.

Contributing Factor(s): ESTA is currently planning and securing funding for a new administration building at its current location in Bishop. Ideally the site plan would also include a maintenance facility that could handle many of the maintenance tasks in-house. This would not only ensure access to qualified mechanics but also eliminate the need to “get in line” for repairs when using an outside maintenance vendor.

Recommended Action: While the preferred solution is access to an in-house mechanic, and ESTA has been making efforts to bring some of the minor work in-house, growing the in-house program may not be a quick solution. ESTA may also wish to consider an interim solution like the one it successfully uses in Mammoth; namely, contracting with an entity that provides maintenance to its own fleets. Exploring how other fleets operating in and around Bishop (such as waste management, fire trucks, school bus, road equipment, etc.) are maintained could provide additional opportunities for ESTA to secure dependable maintenance services while it works toward having an in-house maintenance department.

Timeline: Ongoing.

Anticipated Cost: Unknown.

Recommendation 4: Consider restructuring the organizational chart to better accommodate growth and provide better support for supervisors and drivers.

Discussion: The Executive Director, prior to his retirement in April 2026, indicated that the organizational structure of ESTA needed to be revised to plan for growth. His envisioned changes include elevating the Operations Supervisors to Operations Manager, with another Supervisor level below them. This would enable greater oversight of the drivers; the supervisors currently have too many drivers reporting to each of them. He also cited a need for Road Supervisors.

Contributing Factor(s): Some progress has already been made with the hiring of an Assistant Supervisor in Mammoth. However, the Executive Director felt that finalization of the updated organizational chart would need to be reserved until after a new Executive Director is hired so that it can be reflective of the new individual’s vision for the agency’s growth.

Recommended Action: The new Executive Director should meet with agency leadership to consider proposed structural changes to the organization. Once the new organizational structure is finalized, ESTA can then move forward with recruitment to begin filling the positions.

Timeline: FY 2026/27.

Anticipated Cost: Modest cost to develop the updated organization structure; cost of new positions will depend on the salary and compensation identified for each.

Exhibit 8.1 Audit Recommendations

Recommendations	Importance	Timeline
1 Evaluate driver shifts to accommodate those who cannot or do not want to work 10- to 12-hour shifts.	Medium	FY 2026/27
2 Begin tracking the driver attrition rate as part of the annual Key Performance Indicators (KPIs).	Medium	Ongoing
3 Work toward strengthening ESTA’s maintenance program in Bishop.	Medium	Ongoing
4 Consider restructuring the organizational chart to better accommodate growth and provide better support for supervisors and drivers.	High	FY 2026/27

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Staff Report

Subject: Executive Director's Reports
Presented by: Jarett Chytka, Executive Director

Staffing

The 9 new drivers hired for the summer season are all fully licensed and driving independently. Denise Estrada, Bishop Dispatcher recently obtained her commercial license also.

Mammoth seasonal summer drivers have started to return, and it is great to have them back.

We are finishing interviews this week for the Bishop Operations Supervisor. Staff have interviewed both internal and external candidates.

ESTA Partners:

It has been challenging and exciting month being both the Executive Director and the Bishop Operations Supervisor. However, we are still finding time to meet with our partners to update them about the changes at ESTA and collaborate on how to serve our community and visitors.

Upcoming and Ongoing:

We have more training coming up for the ESTA Drivers. GPPV General public Paratransit vehicle training. Several employees attended driver safety and stress reduction training hosted by The Town of Mammoth.

Esta has been working with AFN (Access and Functional Needs) and MIHCC (Mono-Inyo Healthcare Coalition) for emergency evacuations and are updating our SOP (Standard Operating Procedures). Live training for the drivers.

To be compliant with our state regulations on zero emissions. ESTA is doing a feasibility study similar to the Electric feasibility study we heard last week. The feasibility study is for Hydrogen. You may be contacted by KTC consulting.

Lone Pine Dial-a-Ride extends to Saturdays on July 11,2026. Postcards have been mailed to Lone Pine residents.

The Reds Meadow Shuttle started weekend service on June 13,2026 and the ridership is promising.

The Bishop and Mammoth Airport Flyer service starts on June 25,2026. Information from ESTA's website is attached.

Trolley service for the Mammoth Motocross is underway.

Technology:

The next Phase of the ESTA DART app, powered by SPARE is to be implemented is in Lone Pine and Walker.

Community

ESTY and team took a trolley to the Mammoth Library on June 3,2026 to help celebrate the summer reading program. ESTY will be participating in multiple events in July including the Mammoth Summer school and the Mono Arts Council Summer Camp.

Staff participated in the Mammoth Sustainability Fair. In addition to having a booth and handing out reusable grocery bags the EV-Van was available for folks to check out.



ESTY dancing with Mammoth Lakes Fire, Cliffard the Big Red Dog, Toothy and the Tooth Fairy too! Photo taken at Raising a reader's end of the year celebration and the Mammoth library on June 3rd. It was another great community event!!

Ridership:

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

May Ridership Report										
Route	2019	2020	2021	2022	2023	2024	2025	2026	Change Current vs. Last year	Percent to LY
Benton	29.00	2.00	12.00	2.00	4.00	7.00	15.00	21.00	6	40%
Bishop DART	3,635.00	1,523.00	2,425.00	3,215.00	3,729.00	3,911.00	3,741.00	4,118.00	377	10%
Bridgeport-Carson	11.00	6.00	5.00	15.00	20.00	11.00	20.00	24.00	4	20%
Lancaster	525.00	82.00	334.00	525.00	467.00	506.00	686.00	837.00	151	22%
Lone Pine-Bishop	302.00	165.00	240.00	459.00	251.00	317.00	400.00	439.00	39	10%
Lone Pine DART	367.00	216.00	339.00	408.00	492.00	437.00	669.00	638.00	-31	-5%
Mammoth Fixed	24,209.00	3,403.00	12,960.00	15,068.00	13,369.00	20,424.00	14,599.00	15,807.00	1,208	8%
Mammoth DART	566.00	49.00	235.00	193.00	196.00	245.00	568.00	497.00	-71	-13%
Mountain Resort	1,200.00	0.00	0.00	552.00	13,686.00	7,550.00	5,525.00	5,386.00	-139	-3%
Mammoth Express	430.00	110.00	185.00	254.00	459.00	533.00	526.00	547.00	21	4%
Night Rider	379.00	78.00	301.00	300.00	406.00	341.00	443.00	427.00	-16	-4%
Other	652.00	652.00	652.00	652.00	652.00	652.00	652.00	960.00	308	47%
Reno	689.00	95.00	518.00	674.00	846.00	943.00	954.00	1,177.00	223	23%
Walker DART	137.00	18.00	16.00	5.00	5.00	68.00	78.00	76.00	-2	-3%
Total	33,131	6,399	18,222	22,322	34,582	35,945	28,876	30,954.00	2,078	7%

Historical Annual Ridership Data										
Year	2019	2020	2021	2022	2023	2024	2025	2026	Change Current vs. Last year	% to Last Year
Jan	158,754	144,341	41,512	107,382	142,382	137,144	138,412	162,521	24,109	17%
Feb	141,240	118,822	58,171	92,870	111,066	135,978	136,960	146,306	9,346	7%
Mar	139,505	52,582	62,457	82,051	100,995	128,995	139,458	109,911	-29,547	-21%
Apr	88,883	5,086	37,046	49,395	87,321	74,479	71,091	69,382	-1,709	-2%
May	32,963	5,970	17,744	21,511	34,378	35,293	28,876	30,954	2,078	7%
Jun	40,859	10,175	27,664	58,080	26,893	51,591	51,495			
Jul	148,430	27,061	98,102	106,363	97,231	86,605	85,026			
Aug	131,970	27,404	78,722	79,686	78,931	73,509	73,360			
Sep	45,200	13,952	20,362	35,385	39,788	35,921	34,797			
Oct	22,493	10,684	16,439	18,409	18,715	20,006	21,336			
Nov	44,798	21,122	35,868	43,835	44,608	50,538	46,820			
Dec	137,404	34,229	109,009	120,536	93,774	124,938	105,361			
Total	1,132,499	471,428	603,096	815,503	876,082	954,997	932,992	519,074	4,277	7.85%

Information Only

Ongoing Executive Director Growth:

Training:

CJPIA Brown Act Training

CJPIA Governance Public Records Act

FTA TAM Working Group (25 Agencies working on TAM fleet plans) from U.S. Department of Transportation, Surface Transportation Systems Safety Division

Transit and Paratransit Management Certificate Program, University of the Pacific

Partners Communications:

Haislip Hayes TOML

Rob Patterson TOML

Soibian Spring TOML

Wendy Sugimura Mono County

Clark Sintek Mono County

Bri Chappell-McGovern Mono

Fred Wong Inyo Forest Service

Nick Herbeck Reds Meadow Road Construction Agency

Finlay Torrance Mammoth Mountain

Justine Kokx Inyo County

Ashley Helms Inyo County

Jonathan Hogan Inyo County

Heather Williams Inyo County

Briann Wiese CLA (CliftonLarsonAllen LLP)

Cassidi Sandefur (CliftonLarsonAllen LLP)

Noah Daniels LSLCPAS (CPA)

Serenity Anderson Yarts

Justin Schuchman Ridgecrest Runner

Jacklyn Cuddy CALACT

Aggie Perez SCE

Matt Paruolo SCE

Meetings:

Mono LTC

Inyo LTC

Hydrogen

Caltrans

Reds Meadow

AFN Access and Functional Needs

MIHCC Mono Inyo Healthcare Coalition

Unified Command Inyo/Mono

CALACT Legislative Committee



Mammoth Airport Schedule

June 25 - September 7, 2026 | 3 Days a Week

Thursday

To Mammoth Airport (MMH)

The Village Stop 118	Park & Ride on Tavern	Mammoth Airport
10:05am	10:15am	10:30am
2:15pm	2:25pm	2:40pm

From Mammoth Airport (MMH)

Mammoth Airport	Park & Ride on Tavern	The Village Stop 118
10:55am	11:15am	11:20am
3:15pm	3:35pm	3:40pm

Saturday

To Mammoth Airport (MMH)

The Village Stop 118	Park & Ride on Tavern	Mammoth Airport
7:45am	7:55am	8:10am
11:35am	11:45am	12:00pm

From Mammoth Airport (MMH)

Mammoth Airport	Park & Ride on Tavern	The Village Stop 118
8:25am	8:45am	8:50am
12:20pm	12:40pm	12:45pm

Sunday

To Mammoth Airport (MMH)

The Village Stop 118	Park & Ride on Tavern	Mammoth Airport
10:20am	10:30am	10:45am
2:35pm	2:45pm	3:00pm

From Mammoth Airport (MMH)

Mammoth Airport	Park & Ride on Tavern	The Village Stop 118
11:00am	11:20am	11:25am
3:15pm	3:35pm	3:40pm

Only \$10 Per Seat

Now accepting reservations online or over the phone

Eastern Sierra Transit Authority

1-800-922-1930 | www.estransit.com



Bishop Airport Schedule

June 25 - September 8, 2026 | 7 Days a Week

Mammoth to Bishop Airport (BIH)

The Village Stop 118	Park & Ride on Tavern	Crowley Community Center	Bishop Vons	Bishop Airport
11:30am	11:40am	11:55am	12:35pm	12:40pm

Bishop Airport (BIH) to Mammoth

Bishop Airport	Bishop Vons	Crowley Comm. Center	Park & Ride on Tavern	The Village Stop 118
2:10pm	2:20pm	2:55pm	3:15pm	3:20pm

Only \$10 Per Seat

Now accepting reservations online or over the phone

Eastern Sierra Transit Authority

1-800-922-1930 | www.estransit.com

STAFF REPORT

Subject: Financial Report – FY 2025/26
Initiated by: Dawn Vidal, Administration Manager

The year-to-date roll-up and year end forecast for the 2025/26 fiscal year are included on the following pages. Reports are as of June 8,2026 which is 94% of the fiscal year.

Most of our revenue is collected through a reimbursement process, it is typical the year-to-date expenses are greater than revenue prior to the close of the fiscal year. The Feder

Fuel is budgeted at \$5.40 per gallon. Fuel and maintenance expenses do not include Town of Mammoth Lakes invoice for May 2026. Average cost per gallon of fuel increased by 25% from March 2026 to April 2026. The average cost per gallon of fuel for April 2026 was \$6.15 per gallon.

Staff will request moving contingency funds to be moved to the appropriate budget codes at the next ESTA Board meeting.

At our next regular board meeting we will present the budget for FY 2026/27 for your review.

Financial information as of: 6/8/2026

% of Fiscal Year: 94%

153299 - EASTERN SIERRA TRANSIT - ROLL UP

OPERATING Revenue		FY 25/26 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
4061	LOCAL TRANSPORTATION TAX	2,241,685	1,342,325	899,360	60%	2,241,685	-	
4065	STATE TRANSIT ASST	519,577	361,470	158,107	70%	519,577	-	
4301	INTEREST FROM TREASURY	85,000	212,255	(127,255)	250%	139,674	54,674	
4498	STATE GRANTS	-	-	-	0%	-	-	
4499	STATE OTHER	90,110	58,193	31,917	65%	90,110	-	
4555	FEDERAL GRANTS	821,434	7,177	814,257	1%	821,434	-	ESTA invoices after FY ending
4599	OTHER AGENCIES	1,189,665	893,404	296,261	75%	1,189,665	-	
4747	INSURANCE PAYMENTS	-	-	-	-	-	-	
4819	SERVICES & FEES	2,375,875	2,267,074	108,801	95%	2,375,875	-	
4959	MISCELLANEOUS REVENUE	89,000	25,620	63,380	29%	89,000	-	
4999	PRIOR YEARS REIMBURSEMENTS	-	-	0	-	-	-	
Revenue Total:		7,412,346	5,167,517	2,244,829	70%	7,467,020		

Operating Expenditure:		FY 25/26 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5001	SALARIED EMPLOYEES	2,466,232	1,860,143	606,089	75%	2,466,232	-	
5003	OVERTIME	173,184	228,375	(55,191)	132%	173,184	-	
5005	HOLIDAY OVERTIME	194,134	177,125	17,009	91%	194,134	-	
5012	PART TIME EMPLOYEES	664,856	791,733	(126,877)	119%	664,856	-	
	Wages subtotal	3,498,406	3,057,377	441,029	87%	3,498,406		
5021	RETIREMENT & SOCIAL SECURITY	85,815	62,472	23,343	73%	85,815	-	
5022	PERS RETIREMENT	246,280	272,715	(26,435)	111%	246,280	-	
5025	RETIREE HEALTH BENEFITS	-	-	-	0%	-	-	
5031	MEDICAL INSURANCE	360,030	336,524	23,506	93%	360,030	-	
5043	OTHER BENEFITS	57,661	47,379	10,282	82%	57,661	-	
5045	COMPENSATED ABSENCE EXPENSE	218,000	231,605	(13,605)	106%	218,000	-	
5046	OPEB EXPENSE	40,000	40,000	-	100%	40,000	-	Paid in Advance
5047	EMPLOYEE INCENTIVES	13,000	13,285	(285)	102%	13,000	-	
5111	CLOTHING	8,000	5,558	2,442	69%	8,000	-	
5152	WORKERS COMPENSATION	105,458	104,758	700	99%	104,758	700	Paid in Advance
5154	UNEMPLOYMENT INSURANCE	13,750	5,214	8,536	38%	13,750	-	
5158	INSURANCE PREMIUM	245,942	244,768	1,174	100%	244,768	1,174	Paid in Advance
5171	MAINTENANCE OF EQUIPMENT	874,190	835,811	38,379	96%	874,190	-	Does not include TOML for April
5173	MAINTENANCE OF EQUIPMENT-MA	-	-	-	0%	-	-	
5191	MAINTENANCE OF STRUCTURES	-	-	-	0%	-	-	

Operating Expenditure:		FY 25/26 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5211	MEMBERSHIPS	1,775	1,657	118	93%	1,775	-	
5232	OFFICE & OTHER EQUIP < \$5,000	12,650	10,104	2,546	80%	12,650	-	
5238	OFFICE SUPPLIES	7,213	5,301	1,912	73%	7,213	-	
5253	ACCOUNTING & AUDITING SERVICE	70,850	73,900	(3,050)	104%	70,850	-	
5260	HEALTH - EMPLOYEE PHYSICALS	7,500	7,693	(193)	103%	7,500	-	
5263	ADVERTISING	78,953	47,752	31,201	60%	78,953	-	
5265	PROFESSIONAL & SPECIAL SERVICE	222,521	239,937	(17,416)	108%	222,521	-	Staynor \$78,303 vs Budget \$5,000
5281	Rents & Leases Equipment	124,000	96,710	-	27,290	-	-	Buses for Airport Flyer
5291	OFFICE, SPACE & SITE RENTAL	218,010	183,397	34,613	84%	218,010	-	
5311	GENERAL OPERATING EXPENSE	113,157	107,853	5,304	95%	113,157	-	
5326	LATE FEES & FINANCE CHARGES	125	135	(10)	108%	125	-	
5331	TRAVEL EXPENSE	6,193	12,984	(6,791)	210%	12,984	(6,791)	TCl Training, Cal Act
5332	MILEAGE REIMBURSEMENT	15,000	11,472	3,528	76%	15,000	-	
5351	UTILITIES	122,840	97,759	25,081	80%	122,840	-	
5352	FUEL & OIL	719,259	667,156	52,103	93%	719,259	-	Does not include TOML for April
5539	OTHER AGENCY CONTRIBUTIONS	44,118	-	44,118	0%	44,118	-	
5901	CONTINGENCIES	73,000	-	73,000	0%	73,000	-	
	Expenditure Total:	7,603,696	6,821,275	755,131		7,603,696	-	

TRANSFERS Expenditure		FY 25/26 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
5798	CAPITAL REPLACEMENT	11,638	-	77,675	-	11,638	-	
5801	OPERATING TRANSFERS OUT	-	-	-	-	-	-	
	Expenditure Total:	11,638	-	77,675	-	11,638	-	
NET	TRANSFERS		-					

Projected Revenue less Projected Expenses: (136,676)
 -
 Less Capital Replacement Transfers: 11,638
 Less Capital Structures & Improvements: 50,000
 Operating Balance: (198,314)

CAPITAL ACCOUNT

Revenue		FY 25/26 Budget	YTD Actual	Balance	% of Budget	Year End Forecast	YE Forecast Variance	Comments
4911	Sales of Fixed Assets	-	16,500	(16,500)	0%	-	-	
4067	STATE TRANSIT ASST-CAPITAL	10,550	-	(10,550)	0%	10,550	-	
4495	STATE GRANTS - CAPITAL	136,035	132,121	-	97%	136,035	-	
4557	FEDERAL GRANTS - CAPITAL	698,044	-	(698,044)	0%	698,044	-	
4911	SALE OF FIXED ASSETS						-	

Capital Expenditures

5640	STRUCTURES & IMPROVEMENTS	50,000	66,543	9,769	133%	50,000	-	Inyo County Bus Stops
5650	EQUIPMENT	-	5,386	(5,386)	#DIV/0!	-	-	
5655	VEHICLES	1,508,000	1,129,194	378,806	75%	1,508,000	-	8 Transit Vans
	Expenditure Total:	1,558,000	1,201,123	383,190	77%	1,558,000	-	

Breakdown of 4819 Service & Fees Revenue	
MMSA Fees	1,150,761
Red's Revenue	488,383
Reno	221,394
Lancaster	108,268
Charter	32,287
All Others	265,982
Total 4819	2,267,074

**COUNTY OF INYO
UNDESIGNATED FUND BALANCES**

AS OF 06/30/2026

		Claim on Cash 1000	Accounts Receivable 1100,1105,1160	Loans Receivable 1140	Prepaid Expenses 1200	Accounts Payable 2000	Loans Payable 2140	Deferred Revenue 2200	Computed Fund Balance	Encumbrances	Fund Balance Undesignated
ESTA - EASTERN SIERRA TRANSIT AUTHORI											
1532	EASTERN SIERRA TRANSIT	3,299,240	7,599	53,452	52,312	95,053		675,792	2,641,758		2,641,758
1533	ESTA ACCUMULATED	1,968,492							1,968,492		1,968,492
1534	ESTA GENERAL RESERVE	582,095							582,095		582,095
1535	ESTA BUDGET STAB	232,836							232,836		232,836
1536	REDS MEADOW ROAD	199,394							199,394		199,394
6809	ESTA-PLANNING	63,539							63,539		63,539
6820	NON-EMERGENCY TRAN REIM	5,754					10,152		(4,398)		(4,398)
6822	LCTOP-ELECTRIC VEHICLE	319,848							319,848		319,848
6824	ESTA-LCTOP	93,006	3						93,009		93,009
6825	BISHOP ADMIN BUILDING	37					43,300		(43,263)		(43,263)
ESTA	Totals	6,764,241	7,602	53,452	52,312	95,053	53,452	675,792	6,053,310		6,053,310
Grand Totals		6,764,241	7,602	53,452	52,312	95,053	53,452	675,792	6,053,310		6,053,310

**AGREEMENT BETWEEN THE EASTERN SIERRA TRANSIT AUTHORITY
AND THE COUNTY OF MONO FOR LEGAL SERVICES TO BE PROVIDED BY THE
OFFICE OF THE MONO COUNTY COUNSEL**

The Eastern Sierra Transit Authority (“ESTA”) and COUNTY OF MONO (“COUNTY”), who may be referred to jointly herein as “the Parties”, enter into this Legal Services Agreement (“Agreement”) which shall be effective on the date stated in Paragraph 1.

RECITALS

- A. The Joint Exercise of Powers Act (Government Code 6500 *et seq.*) authorizes the creation of a Joint Powers Authority (“JPA”).
- B. Section 2.6 of the joint powers agreement that formed ESTA grants the Executive Director the authority to, among other things, appoint legal counsel. Pursuant to Government Code section 6507, a JPA is a public entity.
- C. Pursuant to Government Code section 26520, which is made applicable to county counsels by Government Code 26529, a county counsel is authorized to provide legal services to local public entities, and to charge a fee for such services.

1. DURATION OF AGREEMENT.

This Agreement shall commence on June 25, 2026, and end on June 30, 2027, unless sooner terminated as specified in Paragraph 7. The Agreement shall automatically renew for successive one-year periods commencing on July 1, 2027, upon the same terms and conditions, unless either Party gives the other Party written notice not less than thirty (30) days prior to the expiration of the initial agreement term or any successive term of its intention not to renew.

2. SCOPE OF SERVICES.

The COUNTY, for ESTA’s benefit, shall provide legal services through the Office of the Mono County Counsel as requested by ESTA, including legal research, review of legal documents such as contracts and ordinances, attendance at public meetings, and general advisement. Services shall not include representation at or initiation of litigation, or any other matter which the Office of the County Counsel determines and advises ESTA is outside of its scope or beyond available resources, including staff time.

3. COMPENSATION FOR SERVICES.

In consideration for the COUNTY’s performance, ESTA shall pay the following compensation to the COUNTY:

- a total lump sum payment of \$ _____, or
- a total sum not to exceed \$ _____, or
- consideration determined specifically as follows:

ESTA shall pay to the COUNTY the fully loaded – hourly rate (“Rate”) for the County Counsel employee providing the services. The amount shall not exceed the cost to the COUNTY for the employees’ services. Attached hereto as **Attachment A** is a list of

fully loaded rates at the time this agreement is entered into. These rates will automatically adjust from time-to-time to reflect changes in the Rate.

4. BILLING.

Charges for services rendered pursuant to the terms and conditions of this agreement shall be invoiced on the following basis: (check one)

- One month in arrears.
- Upon the complete performance of the services specified in Paragraph 2.
- The following basis: quarterly, in arrears

5. PAYMENT.

Payment shall be made by ESTA to the COUNTY at the address specified in Paragraph 8 of this Agreement, net thirty (30) days from the invoice date.

6. INDEMNIFICATION.

The COUNTY and ESTA each agree to indemnify, defend, and hold harmless the other Party, its agents, officers, and employees from and against all claims, damages, losses, judgments, liabilities, expenses, and other costs, including litigation costs, attorney's fees, and any other legal expenses (such as court costs, investigation costs, and experts' fees), arising out of, resulting from or in connection with the performance of this Agreement by the indemnifying Party, or its agents, officers, or employees. The Parties' obligation to defend, indemnify, and hold the other Party, its agents, officers, and employees harmless applies to any actual or alleged personal injury, death, damage or destruction to tangible or intangible property, including the loss of use. The Parties' obligation under this Paragraph extends to any claim, damage, loss, liability, expense, or other costs that are caused in whole or in part by any act or omission of a Party, its agents, employees, supplier, or anyone directly or indirectly employed by any of them, or anyone for whose acts or omissions any of them may be liable. A Party's "performance" includes the Party's action or inaction and the action or inaction of that Party's agents, officers, and employees.

7. TERMINATION.

Either Party may terminate this Agreement, with or without cause. In order to terminate this Agreement, the terminating Party shall give thirty (30) days advance written notice to the other Party. The termination notice shall be delivered as specified in paragraph 8, below. In the event of termination, ESTA shall pay the COUNTY for all work performed prior to the effective date of the termination.

ESTA acknowledges that County Counsel's primary client is the COUNTY. If a conflict arises between the interests of ESTA and the interests of the COUNTY, which conflict may include a lack of resources sufficient to provide legal services to both ESTA and the COUNTY, County Counsel may determine to withdraw from this Agreement or to decline representation in a specific matter.

8. NOTICE

The Agreement Administrator for each Party is listed below. Notice to a Party shall be provided to the Agreement Administrator and as set forth in paragraph 9. Either Party may update the name or contact information for its Agreement Administrator by providing notice under paragraph 9 of the change.

FOR ESTA:

Eastern Sierra Transit Authority
P.O Box 1357
Bishop, CA 93515
jchytka@estransit.com
dvidal@estransit.com

FOR THE COUNTY:

Mono County Counsel
P.O. Box 2415
Mammoth Lakes, CA 93546
jhughes@mono.ca.gov, with a copy to
kmoss@mono.ca.gov

9. NOTICES - MANNER.

Notices to the Parties in connection with the administration of this Agreement shall be given to the Parties' Agreement Administrator personally, by regular mail, or by electronic transmission as specified in this paragraph. Notices will be deemed given on:

- (a) The day the notice is personally delivered to the Agreement Administrator or the office of the Party's Agreement Administrator; or
- (b) Five days after the date the notice is deposited in the United States mail, addressed to a Party's Agreement Administrator, with first-class postage fully prepaid; or
- (c) On the day that the notice is transmitted by electronic mail to a Party's e-mail address specified in paragraph 9, provided that an original of such notice is deposited in the United States mail, addressed to a Party's Agreement Administrator as indicated in this Agreement, on the same day as the electronic transmission is made.

10. INDEPENDENT CONTRACTOR.

The COUNTY and its officers and employees, in the performance of this Agreement, are independent contractors in relation to ESTA and not officers or employees of ESTA. Nothing in this Agreement shall create any of the rights, powers, privileges or immunities of any officer or employee of ESTA. The COUNTY shall be solely liable for all applicable taxes or benefits related to its officers and employees, including, but not limited to, federal and state income taxes, Social Security taxes, or ERISA retirement benefits, which taxes or benefits arise out of the performance of this Agreement. The COUNTY further represents to ESTA that the COUNTY has no expectation of receiving any benefits incidental to employment. It is understood by both ESTA and COUNTY that this Agreement shall not, under any circumstances, be construed to create an employer-employee relationship or a joint venture. As an independent contractor:

- (a) COUNTY shall determine the method, details, and means of performing the work and services to be provided by COUNTY under this Agreement;
- (b) COUNTY shall be responsible to ESTA only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not

be subjected to ESTA'S control with respect to the physical action or activities of COUNTY in fulfillment of this Agreement; and

(c) COUNTY, its agents, officers and employees are, and at all times during the term of this Agreement shall represent and conduct themselves as, independent contractors, and not employees of ESTA.

11. CONFLICT OF INTEREST.

The COUNTY covenants that it presently has no interest and shall not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the services hereunder. The COUNTY further covenants that, in the performance of this Agreement, no subcontractor or person having such an interest shall be used or employed.

12. COMPLIANCE WITH APPLICABLE LAWS.

The COUNTY and ESTA shall comply with all applicable federal, state, and local laws now, or hereafter, in force, and with any applicable regulations, in performing the work and providing the services specified in this Agreement. This obligation includes, without limitation, the acquisition, and maintenance of any permits, licenses, or other entitlements necessary to perform the duties imposed expressly or impliedly under this Agreement.

13. NONDISCRIMINATION.

During the performance of this Agreement, neither the COUNTY, its agents, officers, and employees nor ESTA, its agents, officers, and employees shall unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religious creed, color, ancestry, national origin, physical disability, mental disability, medical condition, marital status, sex, age, or sexual orientation. Both parties and their agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

14. PROHIBITION AGAINST ASSIGNMENT AND DELEGATION OF DUTIES.

This is an agreement for the personal services of COUNTY. ESTA has relied upon the skills, knowledge, experience, and training of COUNTY as an inducement to enter into this Agreement. Except as specifically authorized herein, no rights under this Agreement may be assigned and no duties under this Agreement may be delegated by the COUNTY without the prior written consent of ESTA, and any attempted assignment or delegation without such consent shall be void.

15. NEGOTIATED AGREEMENT.

This Agreement is a result of negotiation between the Parties. Neither Party is to be deemed the Party which prepared this Agreement within the meaning of California Civil Code Section 1654.

IN WITNESS THEREOF, THE PARTIES HERETO HAVE SET THEIR HANDS AND SEALS, EFFECTIVE AS OF THE DATE LAST SET FORTH BELOW, OR THE COMMENCEMENT DATE PROVIDED IN PARAGRAPH 2 OF THIS AGREEMENT, WHICHEVER IS EARLIER.

COUNTY OF MONO:

ESTA:

By: _____

By: _____

Name: Sandra Moberly

Name:

Title: County Administrative Officer

Title:

Date: _____

Date: _____

APPROVED AS TO FORM:

County Counsel

ATTACHMENT A

**AGREEMENT BETWEEN THE EASTERN SIERRA TRANSIT AUTHORITY
AND THE COUNTY OF MONO FOR LEGAL SERVICES TO BE PROVIDED BY THE
OFFICE OF THE MONO COUNTY COUNSEL**

TERM:

FROM: June 25, 2026

TO: June 30, 2027

SCHEDULE OF FEES:

Christopher Beck:	[\$160.78, to be updated annually]
Jeff Hughes:	[\$113.93, to be updated annually]
Emily Fox:	[\$124.25, to be updated annually]
Janet Carson:	[\$120.27, to be updated annually]
Kevin Moss:	[\$ 80.26, to be updated annually]

ESTA STAFF REPORT

Subject: Mammoth DART Holiday Schedule
Presented by: Dawn Vidal, Administration Manager

Background

Currently Mammoth DART service only operates on ESTA holidays when the passenger has called with 24 hours' notice. ESTA has been receiving an increase in same day requests for this service. The current model of requiring advance notice does not align with ESTA's commitment to operate on holidays in Mammoth. Not having this service easily available on holidays limits our passengers with disabilities.

Operation

Mammoth Dart service on weekday holidays would begin in July 2026. The increased schedule would allow same day curb to curb service from 8:00am-5:00pm.

Finance

The new holiday service will would add 90 additional hours. Using an average overtime wage of \$40.50/hour, the total budget impact is approximately \$3,645./year.

Recommendation

The board is requested to approve additional service for Mammoth DART weekday holiday service.

STAFF REPORT

Subject: Approval of Purchase of Electric Vehicle with LCTOP Funds

Initiated by: Dawn Vidal, Administration Manager

BACKGROUND:

After four years of saving Inyo County Low Carbon Transit Operations Program (LCTOP) funds, ESTA is ready to purchase a zero-emissions vehicle. This vehicle will be used for DART service.

ANALYSIS/DISCUSSION:

The vehicle will be ADA accessible, hold 6 passengers and have room for two wheelchairs. The seating was designed with fewer seats to allow for larger wheelchairs. It will be equipped with an onboard camera system, and we will purchase an after-market bike rack. We had several vendors come to the Bishop and Mammoth hubs and this Ford E-Transit van was selected based on driver preference, pricing and vetting from CALACT. The EV charger is included in the price of the vehicle.

The charging requirements have been reviewed by an electrician and will be accommodated with ESTA's existing infrastructure.

Van decals will boast of ESTA's zero-emissions and represent our commitment to conserving the environment that the Eastern Sierra Region is known for.

FINANCIAL CONSIDERATIONS

The purchase of the van, the after-market bike rack and the infrastructure upgrade is included in the FY 2026/27 budget and will be fully funded with ESTA's LCTOP funds.

RECOMMENDATION

The Board is requested to approve the purchase of a Ford Transit 350EL Van from Model1, after-market bike rack and infrastructure upgrade, being fully funded from LCTOP funds not to exceed a total price of \$150,000.



Ford E-Transit Van Quote

Vehicle Type:	2023 Ford E-Transit 2024 Gamechanger side lift van (Bishop 1: 4+2 See floorplan)	Date:	5/29/2026
Contact:	Jarett Chytka	Type of Lift:	<input checked="" type="checkbox"/> Braun <input checked="" type="checkbox"/> Side <input type="checkbox"/> Rear
Agency:	Eastern Sierra Transit Authority	Seat Material:	Vinyl
Address:	PO BOX 1357	Seat Color:	Docket 90 Blue
City, State, Zip:	Bishop, CA 93515	Floor Color :	Grey
Phone:	760-872-1901 ext 12	Delivery:	60 Days from PO (In Stock)
E-Mail:	jchytka@estransit.com	Salesperson:	Mike Farr

NOTE: PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.

Quantity:	Description	Price	Ext. Price	ADA
1	Ford E-Transit (MobilityTrans Gamechanger) Side Lift 4+2 (See floorplan)	\$99,000.00	\$99,000.00	\$9,800.00
Non-Published Options				
1	Decals/Graphics allowance (ESTA Design)	\$3,210.00	3,210.00	
1	Two Way radio purchase and installation	\$1,550.00	1,550.00	
1	Luminator Camera System (See attached Layout)	\$11,500.00	11,500.00	
1	Pivot Seat	\$1,950.00	1,950.00	\$1,950.00
1	Foldaway Seat	\$0.00	0.00	
1	Double Seat	\$0.00	0.00	
1	Change to Vinyl seat covers (Customer Preference)	0.00	0.00	
1	Ford Level 2 Charger (See attached)	0.00	0.00	
1	Tesla Adapter (No Charge)	0.00	0.00	

NOTE: PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.	Class V - Base Price	\$101,767.88	
	Published Options	\$0.00	
	UnPublished Options	\$18,210.00	
	Total	\$119,977.88	\$9,800.00

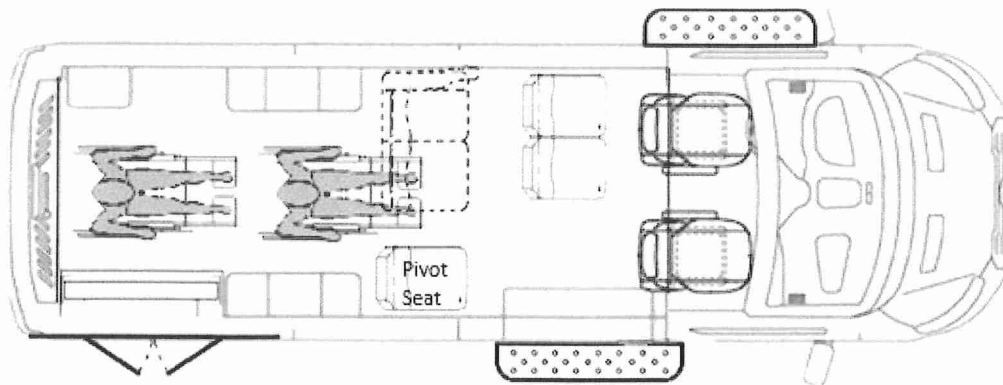
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options	Non-Taxable	\$9,800.00	
The Taxable Amount Includes the Mobility Rebate of \$1,000.00 For Ford Chassis	Taxable Amount	\$111,262.88	
Inyo <input type="text" value="748"/>	Tax Total	\$8,622.87	7.750%
	Sub-Total	\$128,685.75	
	DMV E-File Fee:	\$37.00	
	DMV Fee	\$0.00	<i>(Estimated)</i>
	Tire Fee	\$8.75	
	Total	\$128,731.50	
	Number of Units	1	
	Final Total	\$128,731.50	

Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018

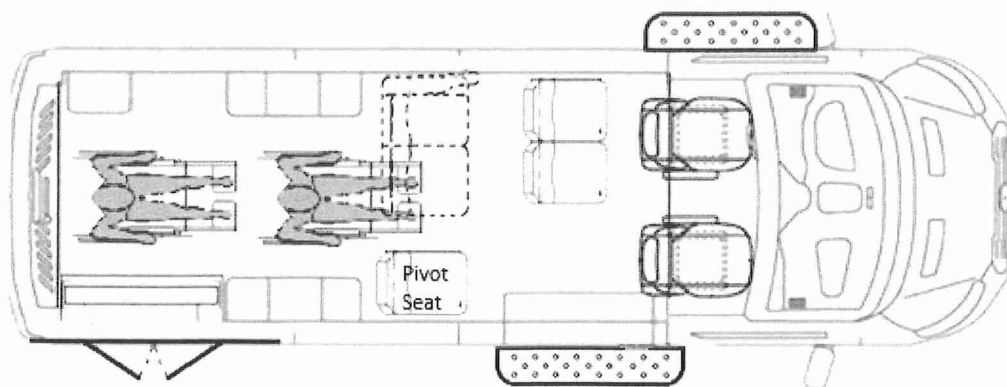
MobilityTRANS

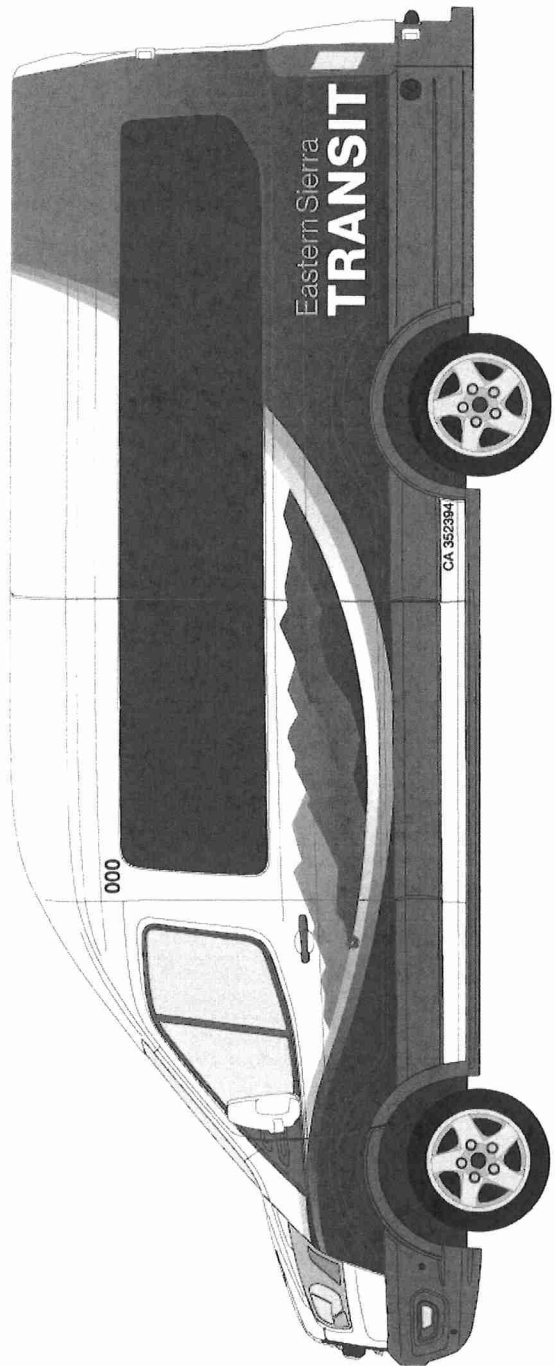
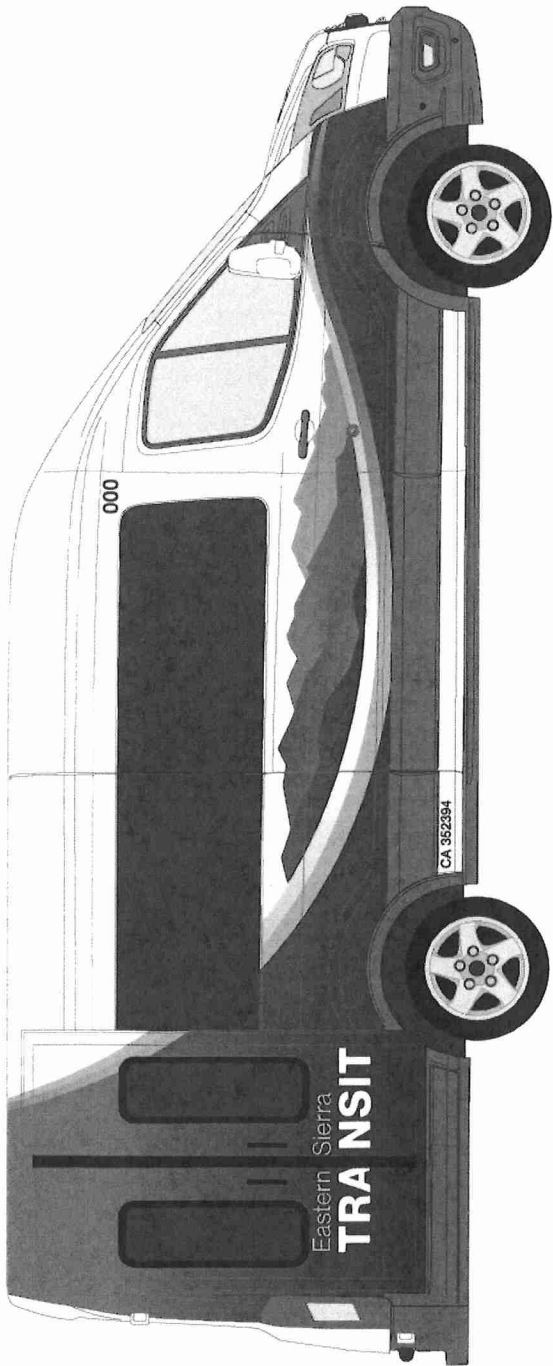
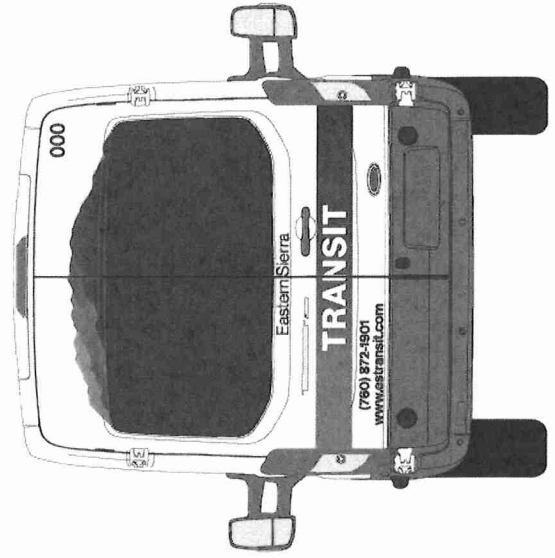
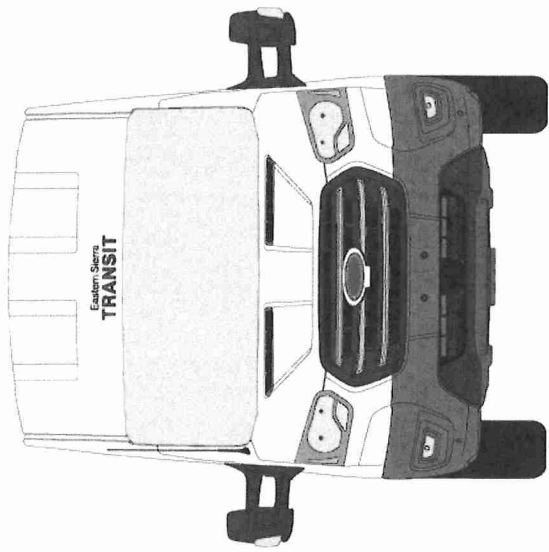


Ford Factory Ordered Transit Chassis				
Description		Color	Chassis	Engine
2023 E-Transit T-350 Van High Roof 148EL Sliding Door 9,500# GVWR		Oxford White	W3X-E	Electric Motor
1	1 Wheelchair On 148"-EL Wheel Base - High Roof Cargo Van	<input type="checkbox"/>	<input type="checkbox"/>	
1	AMF Bruns Smartfloor System			
8	Single Seats On Fixed Legs (Use Seat Option Below If Needed)	# Of Street Side Belts	# CRS Option	
1	Retractable Shoulder Harness With Height Adjustment (Each)	Add Ret. Lap Belts <input checked="" type="checkbox"/>	Removeable <input type="checkbox"/>	
1	Tiedown Storage Pouch Mounted On Sidewall (Holds 1 Set Of Tiedowns)			
4	Tiedown Web Loop (1 Loop)			
1	Stainless Steel Assist Pole At Right Entry	Options:		
1	Stainless Steel Assist Pole At Left Entry	Options:		
1	Insulate Headliner			
1	Insulate Walls			
1	Insulate Doors			
1	Driver Door 8" Stainless Steel Board			
1	Co-Pilot Door 8" Stainless Steel Board			
1	Sliding Door 8" Stainless Steel Board			
1	Safety Kit Includes: 5lb Fire Extinguisher, First Aid Kit, Triangle Reflectors			
1	Bodily Fluid Clean Up Kit			
1	Belt Cutter			
1	E-Transit Twin Air Tie-In Heat/Cool Floor Mount - 28K BTU Heat/31K BTU Cool			
1	Qstraint torso belt			



IMAGES & FLOORPLAN





Warranty	Miles	Years
Body Structure	150,000	5
Chassis	36,000	3
Drive Motor	100,000	8
Transmission	N/A	N/A
Air conditioner	Air conditioner	36000
Lift/Ramp	Unlimited	5
EV Battery	100,000	8
EV Conversion/Installation	N/A - Ford OEM	N/A - Ford OEM
Battery Degradation Warranty	100,000	8
Propulsion Control System	100,000	8
Axles	60,000	5



**MODEL1
COMMERCIAL
VEHICLES**

Bus Sales: 888.633.8380 Service: 888.374.8915 Parts: 888.993.5040

Ford E-Transit Gamechanger

SPECIFICATIONS

Base Vehicle

Ford Transit 350 Chassis
 High Roof, Extra Long Body, Sliding Door
 Length 263.4", Extra Long Body
 Exterior Height 109.6", High Roof
 Interior Height 65.2"
 Width 81.3", without mirrors
 Wheelbase 178"
 Wheels 16" Wheels & Tires, Single Rear Wheels
 GVWR 9,500 lbs.

Motor & Battery

Ford OEM Electric Motor, Rear Wheel Drive
 198 kW Equivalent to ~266HP / 317TQ Peak Power
 68 kWh Battery Pack, Underfloor

Charging

Ford Mobile Charger (Level 1) 120/240V Cable (Included)
 Ford Pro™ AC Charging Station (Level 2) (Optional)
 Charge 0-100% L2 240V: ~8 Hours (48A) ~12 Hours (30A)

Connectivity

Ford Pro™ E-Telematics & Telematics Essentials

Passenger Capacity

7 Passenger w/ co-pilot or Up to 2 Wheelchair Positions

ADA Equipment

Power Wheelchair Lift, Tie Down Points & Safety System

100% ELECTRIC ADA VAN



Model1.com



CA LIC. #845483 • DGS DVBE/SB 38591
169 E. Line ST. BISHOP, CA. 93514
OFFICE 760 873 9140

PROPOSAL

Date: June 1st, 2026
To: Jarett Chytka
Project: EV Chargers

Eldridge Electric & Son, Inc. is pleased to provide this proposal. All work will be performed in a professional manner consistent with industry standards.

Scope of Work

- Per our discussion on 5-28-26, Eldridge Electric and Son Inc will install EV Chargers at the locations discussed.
- Option 1- 2 EV Chargers, one wall mount the other a pedestal mount located near the light pole.
- Option 2- A dual port wall mounted EV Charger.

Total Cost (Includes Labor, Materials and Sales Tax)

Option 1- \$ 15,864.79

Option 2- \$ 13,353.03

Price is valid for 15 days.

Exclusions

- Holidays
- Weekends
- Permits
- Additional work added to the scope

Change Orders: Any work requested beyond the scope described above will be processed as a change order and priced accordingly. All change orders must be approved in writing prior to commencement of work.

Acceptance: We appreciate the opportunity to provide this proposal and look forward to supporting your electrical needs. Please contact us with any questions or to authorize this work.

Sincerely,

Shawn M. Kilgore
Owner / President / CEO
Eldridge Electric & Son, Inc.
Veteran-Owned Business

STAFF REPORT

Subject: Purchase of Zero-Emission Vehicles with TIRCP Funding

Initiated by: Dawn Vidal, Jarett Chytka and Brian Ognisty

BACKGROUND:

On March 18,2025 both Mono County LTC and the Inyo County LTC received approval for ESTA to purchase four zero-emission vehicles and infrastructure to support DART services. ESTA staff is asking the ESTA Board to approve the purchase of three of these vehicles from Model 1.

ANALYSIS/DISCUSSION:

ESTA staff researched EV vans and had vendors bring the vans to both the Bishop and Mammoth hubs for review by staff and drivers. Based on available funds and individual needs ESTA staff is recommending the following purchases:

Mammoth

Two Model1 Ford E-Transits: These vehicles will be ADA accessible, hold seven passengers and have room for one wheelchair. It will be equipped with an onboard camera system, and we will purchase an after-market bike rack. The EV charger is included in the price of the vehicle.

Bishop

Model1 Ford E-Transit: This vehicle will be ADA accessible, hold five passengers and have room for two wheelchairs. It will be equipped with an onboard camera system, and we will purchase an after-market bike rack. The EV charger is included in the price of the vehicle.

FINANCIAL CONSIDERATIONS

The purchase of these vehicles is included in the FY 2026/27 budget and is estimated to cost \$397,500. ESTA will submit a request to Mono County LTC and Inyo County LTC for reimbursement using the TIRCP and ZETCP funds from CalSTA.

RECOMMENDATION

The Board is requested to approve the purchase of three Ford E-Transit Vans from Model 1 using TIRCP and ZETCP funds awarded to the Mono County Local Transportation Commission and Inyo County Local Transportation Commission.

Gavin Newsom
Governor

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Toks Omishakin
Secretary

March 18, 2025

Ms. Wendy Sugimura
Co-Executive Director
Mono County Local Transportation Commission (MCLTC)
P.O. Box 8
Bridgeport, CA 93517

Dear Ms. Sugimura:

In December 2023 and revised in September 2024, MCLTC requested a partial allocation of \$2,000,000 across all fiscal years to support the projects listed below. This allocation did not include a request of funding for administrative costs.

1. **Purchase of Zero-Emission Vehicles (new project):** Uses \$1,539,533 of TIRCP funds and \$210,467 of ZETCP across all fiscal years to support completion of this new project. Includes the purchase of two new electric vehicles to be utilized by the Eastern Sierra Transit Authority (ESTA) for its Mammoth dial-a-ride service, and two electric trolleys for Mammoth fixed route, as well as supporting infrastructure.
2. **Regional Hydrogen Implementation Plan (new project):** Uses \$250,000 of TIRCP funds across all fiscal years to complete this new project. The Plan will evaluate the logistics and partnerships of bringing hydrogen fuel to the Eastern Sierra region of Mono and Inyo Counties. There are several larger fleets in the area that CARB are requiring to convert to a zero-emission fuel. Cooperation among local entities would present the most efficient implementation and operation of this technology in this rural isolated region of California.

CalSTA has analyzed the eligibility of the program of projects and reviewed for completeness the allocation request, including the required ridership, technical and data submissions. It has been determined that the submission package meets the minimum program requirements, and the ridership data has been publicly posted to MCLTC's internet website. I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with MCLTC

March 18, 2025
Page 2

and partner state agencies to validate the technical and data submissions prior to future disbursements.

With this letter, CalSTA authorizes the disbursement \$976,126 of TIRCP first year funding (100% General Fund), \$79,533 of first year ZETCP (100% PTA) and \$92,096 of second year ZETCP funding (100% GGRF). A total amount of \$977,834 of TIRCP and \$288,837 of ZETCP remains available to MCLTC across future fiscal years. This funding will be disbursed in future allocation actions.

CalSTA modified the SB 125 Program Guidelines on January 10, 2025, guiding the distribution of funds for the 2024-25 fiscal year, which included updated fund totals available to MCLTC per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

MCLTC is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when MCLTC submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify MCLTC's proper bank account information prior to the completion of the transfer of funds.

If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,

Toks Omishakin

TOKS OMISHAKIN
Secretary



Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

March 18, 2025

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

Dear Mr. Errante:

In December 2023 and revised in November 2024, ICLTC requested a partial allocation of \$661,652 across all fiscal years to support the projects listed below. This allocation did not include a request of funding for administrative costs.

1. **Lone Pine Zero Emission Fleet (new project):** Uses \$232,000 of TIRCP funds across all fiscal years to support completion of this new project. Includes the purchase of one zero emission bus and associated infrastructure.
2. **Bishop Service Expansion (operations funding):** Uses \$197,652 of TIRCP funds across all fiscal years to expand this on-demand service.
3. **Bishop Service Expansion (new project):** Uses \$232,000 of TIRCP funds across all fiscal years to support the completion of this new project. Includes the purchase of a new zero emission bus and associated infrastructure to support the expansion of the growing on-demand transit service.

CalSTA has analyzed the eligibility of the program of projects and reviewed for completeness the allocation request, including the required ridership, technical and data submissions. It has been determined that the submission package meets the minimum program requirements, and the ridership data has been publicly posted to ICLTC's internet website. I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with ICLTC and partner state agencies to validate the technical and data submissions prior to future disbursements.

With this letter, CalSTA authorizes the disbursement \$661,652 of TIRCP first year funding (100% General Fund). A total amount of \$597,428 of first year TIRCP and \$46,008 of first year ZETCP remains available to ICLTC. An additional \$1,261,502

March 18, 2025

Page 2

of TIRCP and \$220,364 of ZETCP remains available to ICLTC across future fiscal years. This funding will be disbursed in future allocation actions.

CalSTA modified the SB 125 Program Guidelines on January 10, 2025, guiding the distribution of funds for the 2024-25 fiscal year, which included updated fund totals available to ICLTC per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

ICLTC is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when ICLTC submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify ICLTC's proper bank account information prior to the completion of the transfer of funds.

If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,

Toks Omishakin

TOKS OMISHAKIN
Secretary



Ford E-Transit Van Quote

Vehicle Type:	2023 Ford E-Transit 2024 Gamechanger side lift van (Mammoth: 7+1 See floorplan)	Date:	5/29/2026
Contact:	Jarett Chytka	Type of Lift:	<input checked="" type="checkbox"/> Braun <input checked="" type="checkbox"/> Side <input type="checkbox"/> Rear
Agency:	Eastern Sierra Transit Authority	Seat Material:	Vinyl
Address:	PO BOX 1357	Seat Color:	Docket 90 Blue
City, State, Zip:	Bishop, CA 93515	Floor Color :	Grey
Phone:	760-872-1901 ext 12	Delivery:	60 Days from PO (In Stock)
E-Mail:	jchytka@estransit.com	Salesperson:	Mike Farr

NOTE: PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.

Quantity:	Description	Price	Ext. Price	ADA
1	Ford E-Transit (MobilityTrans Gamechanger) Side Lift 7+1 (See floorplan)	\$99,000.00	\$99,000.00	\$9,800.00
Non-Published Options				
1	Decals/Graphics allowance (ESTA Design)	\$3,210.00	3,210.00	
1	Two Way radio purchase and installation	\$1,550.00	1,550.00	
1	Luminator Camera System (See attached Layout)	\$11,500.00	11,500.00	
1	Foldaway Seat	\$0.00	0.00	
2	Double Seat	\$0.00	0.00	
1	Change to Vinyl seat covers (Customer Preference)	0.00	0.00	
1	Ford Level 2 Charger (See attached)	0.00	0.00	
1	Tesla Adapter (No Charge)	0.00	0.00	

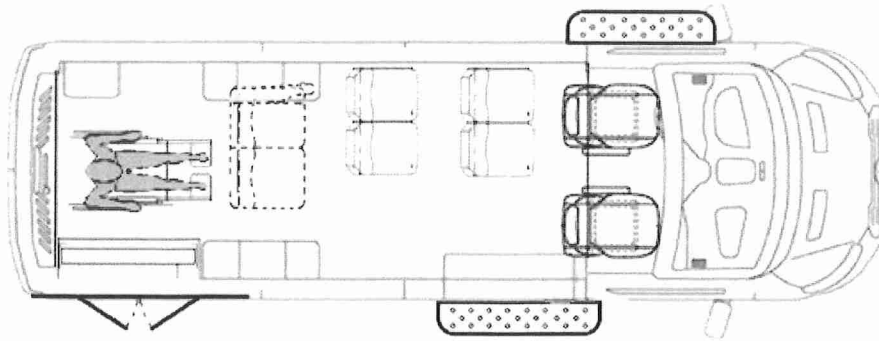
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	Published Options	\$0.00		
	UnPublished Options	\$16,260.00		
	Total	\$118,027.88	\$9,800.00	
	Doc Prep Fee	\$85.00		
	The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options	Non-Taxable	\$9,800.00	
	The Taxable Amount Includes the Mobility Rebate of \$1,000.00 For Ford Chassis	Taxable Amount	\$109,312.88	
	Inyo 748	Tax Total	\$8,471.75	7.750%
		Sub-Total	\$126,584.63	
		DMV E-File Fee:	\$37.00	
	DMV Fee	\$0.00	(Estimated)	
	Tire Fee	\$8.75		
	Total	\$126,630.38		
	Number of Units	1		
	Final Total	\$126,630.38		

Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018

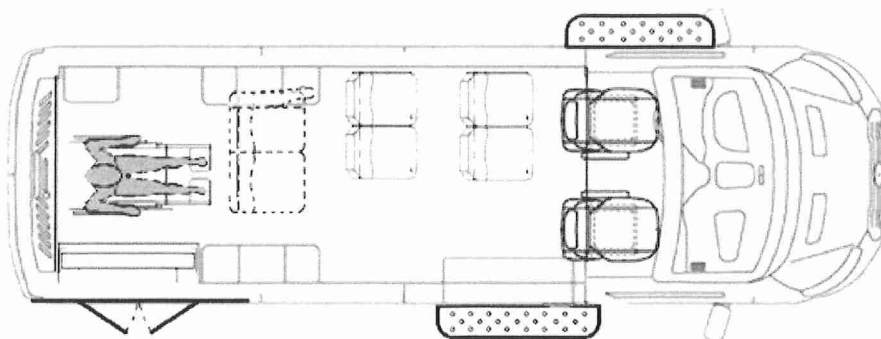
MobilityTRANS



Ford Factory Ordered Transit Chassis				
Description	Color	Chassis	Engine	
2023 E-Transit T-350 Van High Roof 148EL Sliding Door 9,500# GVWR	Oxford White	W3X-E	Electric Motor	
1 Wheelchair On 148"-EL Wheel Base - High Roof Cargo Van				
1 AMF Bruns Smartfloor System				
8 Single Seats On Fixed Legs (Use Seat Option Below If Needed)	# Of Street Side Belts		# CRS Option	
1 Retractable Shoulder Harness With Height Adjustment (Each)	Add Ret. Lap Belts <input checked="" type="checkbox"/>		Removeable <input type="checkbox"/>	
1 Tiedown Storage Pouch Mounted On Sidewall (Holds 1 Set Of Tiedowns)				
4 Tiedown Web Loop (1 Loop)				
1 Stainless Steel Assist Pole At Right Entry	Options:			
1 Stainless Steel Assist Pole At Left Entry	Options:			
1 Insulate Headliner				
1 Insulate Walls				
1 Insulate Doors				
1 Driver Door 8" Stainless Steel Board				
1 Co-Pilot Door 8" Stainless Steel Board				
1 Sliding Door 8" Stainless Steel Board				
1 Safety Kit Includes: 5lb Fire Extinguisher, First Aid Kit, Triangle Reflectors				
1 Bodily Fluid Clean Up Kit				
1 Belt Cutter				
1 E-Transit Twin Air Tie-In Heat/Cool Floor Mount - 28K BTU Heat/31K BTU Cool				
1 Qstraint torso belt				



IMAGES & FLOORPLAN





Ford E-Transit Van Quote

Vehicle Type:	2023 Ford E-Transit 2024 Gamechanger side lift van (Mammoth 2: 7+1 See floorplan)	Date:	5/29/2026
Contact:	Jarett Chytka	Type of Lift:	<input checked="" type="checkbox"/> Braun <input checked="" type="checkbox"/> Side <input type="checkbox"/> Rear
Agency:	Eastern Sierra Transit Authority	Seat Material:	Vinyl
Address:	PO BOX 1357	Seat Color:	Docket 90 Blue
City, State, Zip:	Bishop, CA 93515	Floor Color :	Grey
Phone:	760-872-1901 ext 12	Delivery:	60 Days from PO (In Stock)
E-Mail:	jchytka@estransit.com	Salesperson:	Mike Farr

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	Non-Published Options			
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1	Two Way radio purchase and installation	\$1,550.00	1,550.00	
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1	Foldaway Seat	\$0.00	0.00	
2	Double Seat	\$0.00	0.00	
1	Change to Vinyl seat covers (Customer Preference)	0.00	0.00	
1	Ford Level 2 Charger (See attached)	0.00	0.00	
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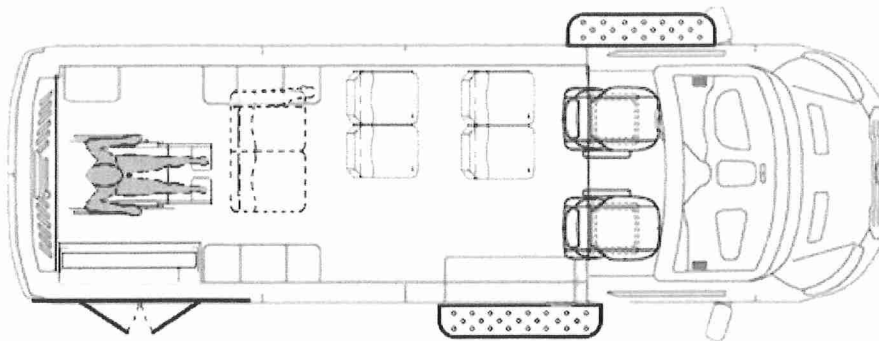
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	Inyo 748	Tax Total	\$8,471.75	7.750%
		Sub-Total	\$126,584.63	
		DMV E-File Fee:	\$37.00	
	DMV Fee	\$0.00	<i>(Estimated)</i>	
	Tire Fee	\$8.75		
	Total	\$126,630.38		
	Number of Units	1		
	Final Total	\$126,630.38		

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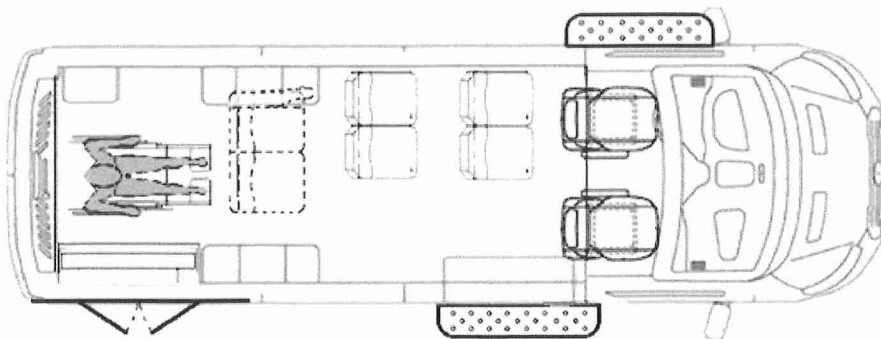
MobilityTRANS



Ford Factory Ordered Transit Chassis				
Description		Color	Chassis	Engine
2023 E-Transit T-350 Van High Roof 148EL Sliding Door 9,500# GVWR		Oxford White	W3X-E	Electric Motor
1	1 Wheelchair On 148"-EL Wheel Base - High Roof Cargo Van			
1	AMF Bruns Smartfloor System			
8	Single Seats On Fixed Legs (Use Seat Option Below If Needed)	# Of Street Side Belts	# CRS Option	
1	Retractable Shoulder Harness With Height Adjustment (Each)	Add Ret. Lap Belts <input checked="" type="checkbox"/>	Removeable <input type="checkbox"/>	
1	Tiedown Storage Pouch Mounted On Sidewall (Holds 1 Set Of Tiedowns)			
4	Tiedown Web Loop (1 Loop)			
1	Stainless Steel Assist Pole At Right Entry	Options:		
1	Stainless Steel Assist Pole At Left Entry	Options:		
1	Insulate Headliner			
1	Insulate Walls			
1	Insulate Doors			
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1	Safety Kit Includes: 5lb Fire Extinguisher, First Aid Kit, Triangle Reflectors			
1	Bodily Fluid Clean Up Kit			
1	Belt Cutter			
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1	Qstraint torso belt			



IMAGES & FLOORPLAN





Ford E-Transit Van Quote

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Quantity:	Description	Price	Ext. Price	ADA
1	Ford E-Transit (MobilityTrans Gamechanger) Side Lift 3+2 (See floorplan)	\$99,000.00	\$99,000.00	\$9,800.00
Non-Published Options				
1	Decals/Graphics allowance (ESTA Design)	\$3,210.00	3,210.00	
1	Two Way radio purchase and installation	\$1,550.00	1,550.00	
1	Luminator Camera System (See attached Layout)	\$11,500.00	11,500.00	
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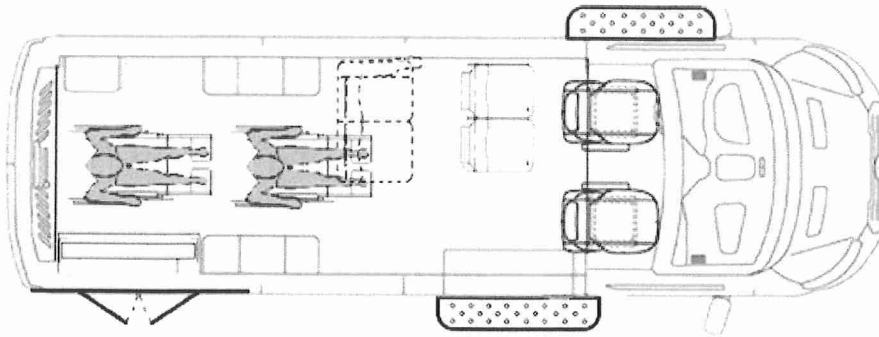
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MobilityTRANS



Ford Factory Ordered Transit Chassis				
Description		Color	Chassis	Engine
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1	Co-Pilot Door 8" Stainless Steel Board			
1	Sliding Door 8" Stainless Steel Board			
1	Safety Kit Includes: 5lb Fire Extinguisher, First Aid Kit, Triangle Reflectors			
1	Bodily Fluid Clean Up Kit			
1	Belt Cutter			
1	E-Transit Twin Air Tie-In Heat/Cool Floor Mount - 28K BTU Heat/31K BTU Cool			
1	Qstraint torso belt			





**MODEL 1
COMMERCIAL
VEHICLES**

Bus Sales: 888.633.8380 Service: 888.374.8915 Parts: 888.993.5040

Ford E-Transit Gamechanger

SPECIFICATIONS

Base Vehicle

Ford Transit 350 Chassis
High Roof, Extra Long Body, Sliding Door
Length 263.4", Extra Long Body
Exterior Height 109.6", High Roof
Interior Height 65.2"
Width 81.3", without mirrors
Wheelbase 178"
Wheels 16" Wheels & Tires, Single Rear Wheels
GVWR 9,500 lbs.

Motor & Battery

Ford OEM Electric Motor, Rear Wheel Drive
198 kW Equivalent to ~266HP / 317TQ Peak Power
68 kWh Battery Pack, Underfloor

Charging

Ford Mobile Charger (Level 1) 120/240V Cable (Included)
Ford Pro™ AC Charging Station (Level 2) (Optional)
Charge 0-100% L2 240V: ~8 Hours (48A) ~12 Hours (30A)

Connectivity

Ford Pro™ E-Telematics & Telematics Essentials

Passenger Capacity

7 Passenger w/ co-pilot or Up to 2 Wheelchair Positions

ADA Equipment

Power Wheelchair Lift, Tie Down Points & Safety System

100% ELECTRIC ADA VAN



D-4-15

Model1.com

Ford Pro™ AC Charging Station 48A Series 2

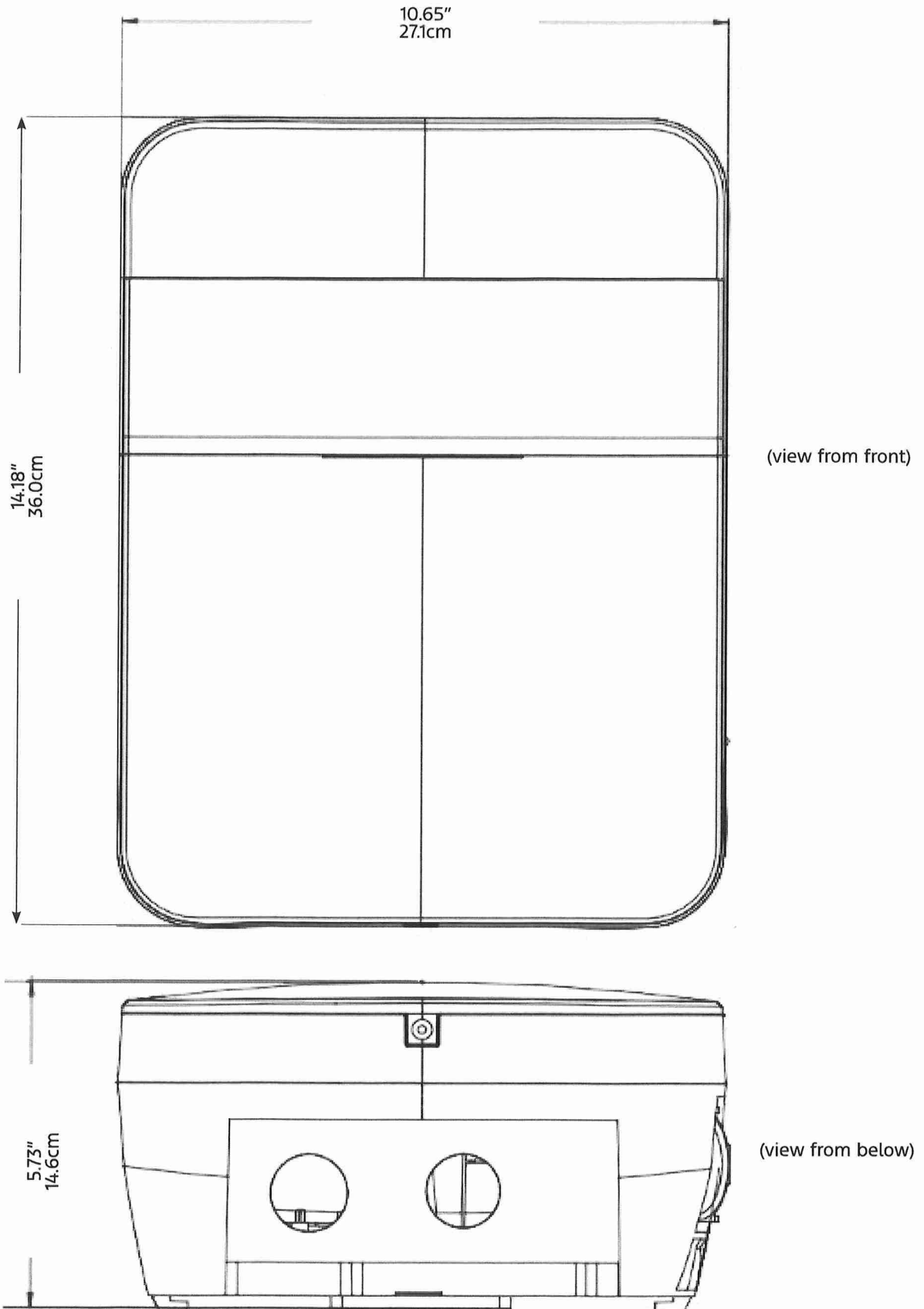


Spec Sheet

Issue A

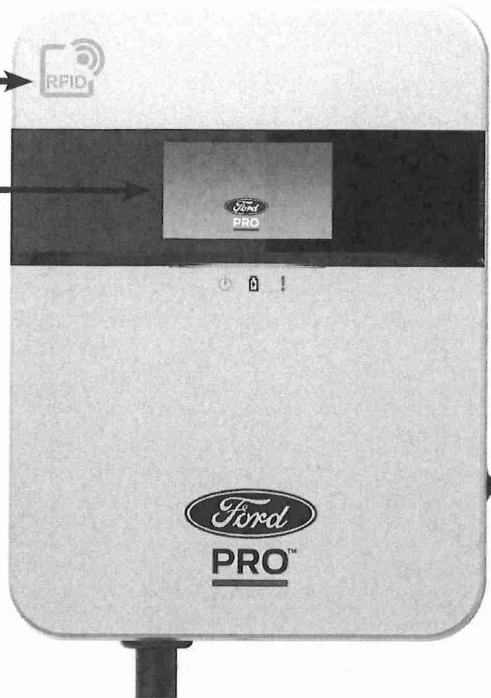


Dimensions



RFID for Access Control

- Offers Card Based Charging Access
- Improves Reporting Visibility
- Enabled through Software
- Cards are Compatible with All Ford Pro RFID enabled Chargers
- Cards sold Separately



LCD Display

- Status Information
- Fault Information
- Charge Session Information
- Energy Delivery Information
- Dimensions 4" x 2.5" (10.4 x 6.5cm)

New Integrated Illuminated Holster

- Improves charging reliability by keeping the connector off the ground.
- Illuminated holster to guide reholstering

Upgraded Field Replaceable Charging Cable

- Smaller Diameter
- More Flexible
- Lighter
- Easier to Use



General Information



Main Application	Depot or Home
Type	AC, Level 2
Mounting	Wall Mount or Pedestal (See pedestal datasheet for details)
Connector	SAE J1772, Type 1
Weight: lbs (kg)	17.4 lbs (7.9 kg)
Impact Resistance	IK10
Energy Meter	±1%
Warranty	Limited 3 years, includes parts and on-site labor ²
Certification	US & Canada UL File: #: E354962 UL 1998, UL 2231, UL 2594 FCC Part 15.247 FCC Part 22/24/27
Energy Star	Yes

Power

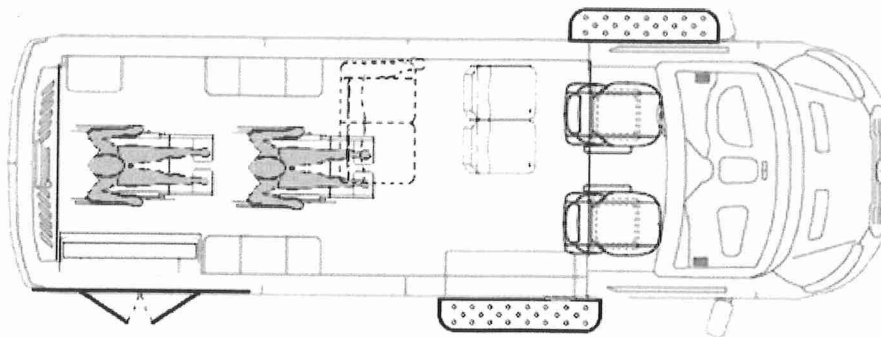


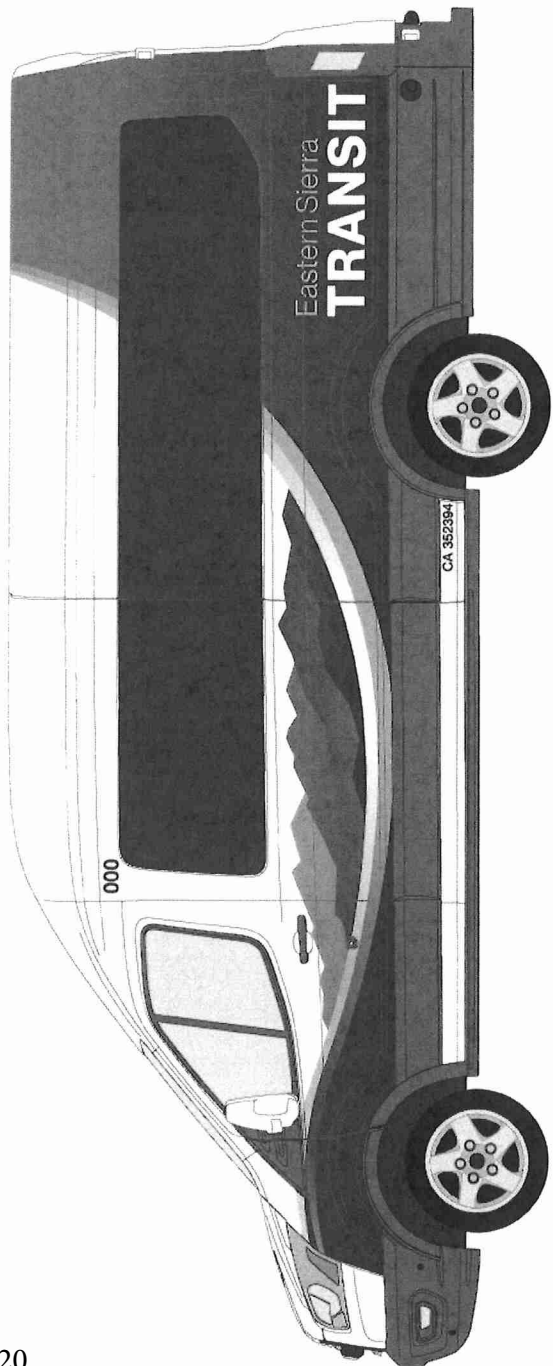
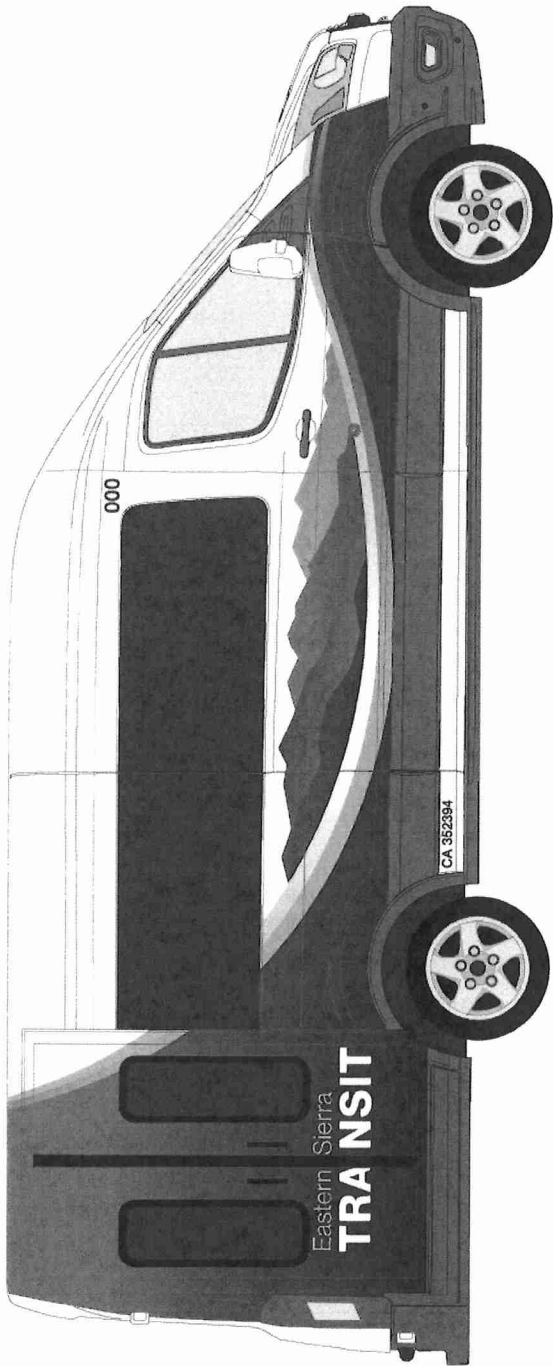
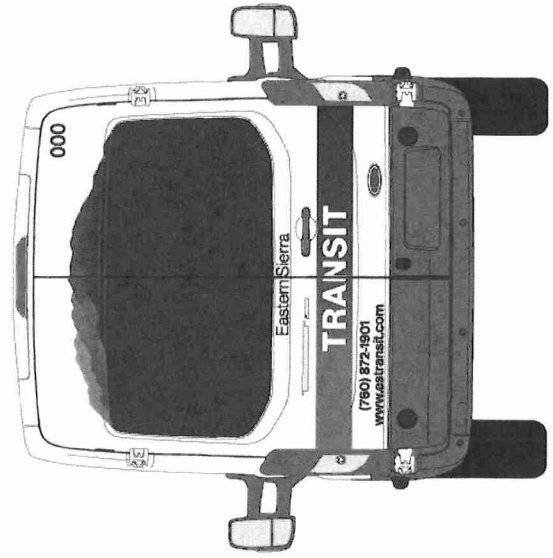
Recommended Breaker Sizing for Rated Charger Current	60A
Frequency (Hz)	60Hz
Wiring*	L1, L2, Gnd (Copper Conductors only) Rating Temperature 90°C
Wiring Size	L1 and L2, 2 AWG to 6 AWG Gnd, 8 AWG
Wiring Type	Hardwired
Wiring Interfaces	Bottom or Back
Max Output Power	11.5kW @ 240VAC 10.0kW @ 208VAC
Line to Ground Voltage	120V (+/- 10%)
Voltage, Rated (VAC)	208 / 240VAC
Current, Rated (AC)	48A
Installer Selectable Current De-Rate Options (Amps AC)	40, 32, 24, 16, 12

* Refer to the installation manual for complete wiring instructions.



IMAGES & FLOORPLAN





Warranty	Miles	Years
Body Structure	150,000	5
Chassis	36,000	3
Drive Motor	100,000	8
Transmission	N/A	N/A
Air conditioner	Air conditioner	36000
Lift/Ramp	Unlimited	5
EV Battery	100,000	8
EV Conversion/Installation	N/A - Ford OEM	N/A - Ford OEM
Battery Degradation Warranty	100,000	8
Propulsion Control System	100,000	8
Axles	60,000	5

Ford Pro™ AC Charging Station 48A Series 2



Spec Sheet

Issue A



ESTA STAFF REPORT

Subject: Regional Hydrogen Implementation Plan Budget Amendment
Presented by: Dawn Vidal, Administrative Manager

Background

ESTA worked with the Mono County LTC (MCLTC) to apply for TIRCP funds to be used to evaluate the logistics of bringing hydrogen fuel to the Eastern Sierra region of Mono and Inyo Counties. CalSTA approved the project in March 2025, and the work began in fiscal year 2025-26. Krueger Transport LLC was awarded the project with the following scope:

Regional Hydrogen Implementation Plan (new project): Uses \$250,000 of TIRCP funds across all fiscal years to complete this new project. The Plan will evaluate the logistics and partnerships of bringing hydrogen fuel to the Eastern Sierra region of Mono and Inyo Counties. There are several larger fleets in the area that CARB are requiring to convert to zero-emission fuel. Cooperation among local entities would present the most efficient implementation and operation of this technology in this rural region of California.

Financial

Much of the project has been completed in FY 2025-26 (Phases 1-5 out of 6 phases) Krueger Transport LLC will be invoicing ESTA for approximately \$170,000 and ESTA will submit a request for reimbursement to MCLTC. The expense and reimbursement need to be added to the Eastern Sierra Transit FY 2025-26 budget as follows:

Expense code 5265 Professional and Special Service \$170,000.

Revenue code 4498 State Grants \$170,000.

Expense and revenue for the remainder of the project have been included in the Eastern Sierra Transit Authority FY 2026-27 budget.

Recommendation

The Board is requested to approve that \$170,000 will be added to the FY 2025-26 operating budget for payment and reimbursement for the Regional Hydrogen Implementation Plan.

Gavin Newsom
Governor

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Toks Omishakin
Secretary

March 18, 2025

Ms. Wendy Sugimura
Co-Executive Director
Mono County Local Transportation Commission (MCLTC)
P.O. Box 8
Bridgeport, CA 93517

Dear Ms. Sugimura:

In December 2023 and revised in September 2024, MCLTC requested a partial allocation of \$2,000,000 across all fiscal years to support the projects listed below. This allocation did not include a request of funding for administrative costs.

1. **Purchase of Zero-Emission Vehicles (new project):** Uses \$1,539,533 of TIRCP funds and \$210,467 of ZETCP across all fiscal years to support completion of this new project. Includes the purchase of two new electric vehicles to be utilized by the Eastern Sierra Transit Authority (ESTA) for its Mammoth dial-a-ride service, and two electric trolleys for Mammoth fixed route, as well as supporting infrastructure.
2. **Regional Hydrogen Implementation Plan (new project):** Uses \$250,000 of TIRCP funds across all fiscal years to complete this new project. The Plan will evaluate the logistics and partnerships of bringing hydrogen fuel to the Eastern Sierra region of Mono and Inyo Counties. There are several larger fleets in the area that CARB are requiring to convert to a zero-emission fuel. Cooperation among local entities would present the most efficient implementation and operation of this technology in this rural isolated region of California.

CalSTA has analyzed the eligibility of the program of projects and reviewed for completeness the allocation request, including the required ridership, technical and data submissions. It has been determined that the submission package meets the minimum program requirements, and the ridership data has been publicly posted to MCLTC's internet website. I am pleased to notify you that the allocation request has been approved. CalSTA will continue working with MCLTC

March 18, 2025
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and partner state agencies to validate the technical and data submissions prior to future disbursements.

With this letter, CalSTA authorizes the disbursement \$976,126 of TIRCP first year funding (100% General Fund), \$79,533 of first year ZETCP (100% PTA) and \$92,096 of second year ZETCP funding (100% GGRF). A total amount of \$977,834 of TIRCP and \$288,837 of ZETCP remains available to MCLTC across future fiscal years. This funding will be disbursed in future allocation actions.

CalSTA modified the SB 125 Program Guidelines on January 10, 2025, guiding the distribution of funds for the 2024-25 fiscal year, which included updated fund totals available to MCLTC per year across all fiscal years that were impacted as part of the 2024 final budget agreement.

MCLTC is responsible for tracking the receipt and utilization of these funds separately, and recording interest earned (or other investment income earned) on each fund source separately. The interest or investment earnings must also be spent on approved eligible projects within each program and will be accounted for when MCLTC submits its required Annual Report.

Please expect additional correspondence from CalSTA to verify MCLTC's proper bank account information prior to the completion of the transfer of funds.

If you have any questions, please contact CalSTA Chief Deputy Secretary Chad Edison at 916-247-0322.

Sincerely,

Toks Omishakin

TOKS OMISHAKIN
Secretary

RESOLUTION 2026 - 06

A RESOLUTION OF THE BOARD OF DIRECTORS, EASTERN SIERRA TRANSIT AUTHORITY (ESTA), ADOPTING AND APPROVING THE BUDGET AMENDMENT TO ADD \$170,000 EXPENSE TO OBJECT CODE 5265 PROFESSIONAL AND SPECIAL SERVICES AND \$170,000 TO REVENUE TO OBJECT CODE 4498 STATE GRANTS FOR REGIONAL HYDROGEN IMPLEMENTATION PLAN FOR FY 2025-26

WHEREAS the Authority received approval from CalSTA to use \$250,000 of TIRCP funds to be used to evaluate the logistics of bringing hydrogen fuel to the Eastern Sierra region of Mono and Inyo Counties. The project is being conducted by Krueger Transport LLC with phases 1-5 completed in FY 2025-26. Both the expense and the revenue (reimbursement) need to be added to the Authority's 2025-26 operating budget.

WHEREAS, a budget amendment approved by the Authority's board of directors is required to make this change.

NOW, THEREFORE, BE IT RESOLVED by the Eastern Sierra Transit Authority Board of Directors that \$170,000 will be added to the FY 2025-26 operating budget for payment and reimbursement for the Regional Hydrogen Implementation Plan.

PASSED AND ADOPTED this 24th day of June 2026 by the following vote of the Eastern Sierra Transit Authority Board of Directors:

AYES:
NOES:
ABSTAIN:
ABSENT:

Attest: Karina Morales
Board Clerk

Chris Bubser, Chairperson
Eastern Sierra Transit
Authority Board of Directors

By: _____
Karina Morales

STAFF REPORT

Subject: Eastern Sierra Transit Authority FY 2026/27 Budget
Presented by: Dawn Vidal, Administration Manager
Jarett Chytka, Executive Director

BACKGROUND:

The Eastern Sierra Transit Authority's Budget Policy states that the Authority will strive to develop, consider, and approve the fiscal year operating and capital budgets prior to the commencement of the fiscal year. A proposed FY 26/27 budget is presented here.

ANALYSIS:

The proposed budget is included on the following pages. Budget numbers from FY 25/26 are provided to allow for comparison.

Budget preparation this year included research with multiple transit agencies on their approach to unknown increasing fuel prices. This budget reflects a 50% increase in fuel cost to cover increased pricing as well as additional fuel for the Airport Flyer service. Like most of the transit agencies we conferred with we have budgeted funds from reserves to cover these increases. This budget reflects a total of \$225,804 from reserves to cover the increased fuel costs. ESTA staff is committed to being strategic about fuel consumption- we will utilize EV Vans and more efficient vehicles when routes and service allow.

Airport Flyer service begins June 25,2026. This budget reflects 1700 hours of billable service for both Bishop and Mammoth airports.

This budget reflects a 16.6% increase in expenses compared to last year's budgeted increase of 7.3%.

Most of the items on the capital budget are for the purchases of EV buses that are expected to arrive in FY 26/27. These purchases are being funded through state grants and programs.

FINANCIAL CONSIDERATIONS

The Authority's FY 2026/27 budget will define the agency's finances for the year. The budget has been developed in compliance with the Authority's Budget Policy.

RECOMMENDATION

Approve the proposed FY 2026/27 Operating and Capital budget.

Budget 2026-27

REVENUE	FY25/26 Budget	FY 26/27 Budget	Variance	Var. %	Comment
4061 LOCAL TRANSPORTATION TAX	2,217,037	2,331,110	114,073	5.1%	
4065 STATE TRANSIT ASST	519,576	464,132	-55,444	-10.7%	SCO Estimates
4301 INTEREST FROM TREASURY	85,000	127,255	42,255	49.7%	Based on current year
4498 STATE GRANTS	0	81,603	81,603	0.0%	LCTOP Expanded DART, Hydrogen Plan
4499 STATE OTHER (SGR)	90,110	90,953	843	0.9%	SCO Estimates
4555 FEDERAL GRANTS	821,434	933,094	111,660	13.6%	5311 and 5311F Grants TOML hours, vehicle lease and Kern revenue, Airport
4599 OTHER AGENCIES	1,189,665	1,661,470	471,805	39.7%	Flyer Hours
4819 SERVICES & FEES	2,365,875	2,652,865	286,990	12.1%	
4959 MISCELLANEOUS REVENUE	89,000	33,000	-56,000	-62.9%	Advertising Revenue/Based on current Year
4998 OPERATING TRANSFERS IN	0	225,804	225,804	0.0%	Rising Fuel Costs/ Need to take funds from reserves
Total	7,377,697	8,601,286	1,223,589	16.6%	
Less Site Improvements					
Total Revenue for Operating	7,377,697	8,601,286	1,223,589	16.6%	
4067 CAPITAL RESTRICTED STA	10,550		-10,550	-100.0%	
6822 LCTOP Electric Vehicle		190,000	190,000	0.0%	Savings from last 4 Fiscal Years
4495 STATE GRANTS - CAPITAL	136,035	937,751	801,716	589.3%	LCTOP EV Trolley, TCIRP EV(s)
4557 FEDERAL GRANTS CAPITAL	561,000	0	-561,000	-100.0%	Next Federal Vehicles arriving FY 27/28
Total Capital Object Codes	707,585	1,127,751	420,166	59.4%	
Total Revenue for Capital	707,585	1,127,751	420,166	59.4%	
Total Revenue Operating and Capital:	8,085,282	9,729,037	1,643,755	20.3%	
EXPENSES	FY 25/26	FY26/27	Variance	Var. %	
5001 SALARIED EMPLOYEES	2,444,883	2,292,714	-152,169	-6.2%	Based on FY 25/26 Includes Airport Flyer Service
5003 OVERTIME	172,511	262,635	90,124	52.2%	Based on actuals/2025/26
5005 HOLIDAY OVERTIME	192,654	236,650	43,996	22.8%	Reflects additional service on Holidays
5012 PART TIME EMPLOYEES	655,758	1,042,322	386,564	58.9%	Based on FY 25/26 and Airport Flyer
5021 RETIREMENT & SOCIAL SECURITY	84,984	74,040	-10,944	-12.9%	less employees on Pars
5022 PERS RETIREMENT	243,570	292,470	48,900	20.1%	More employees on Pers
Total Payroll	3,794,360	4,200,831	406,471	10.7%	
5025 RETIREE HEALTH BENEFITS	0	0	0	0.0%	Paid under medical benefits

5031 MEDICAL INSURANCE	355,740	404,160	48,420	13.6%	Based on current activity. Will not get actual rates until after budget period.
5043 OTHER BENEFITS	57,230	59,600	2,370	4.1%	New Dental/Vision Maximums
5045 COMPENSATED ABSENCE EXPENSE	215,850	256,000	40,150	18.6%	Based on current activity and scheduled wage increase
5047 EMPLOYEE INCENTIVES	13,000	14,500	1,500	11.5%	Includes Driver Rodeo and more training meetings
5111 CLOTHING	8,000	8,000	0	0.0%	New hires, replacements, no change to last year
5152 WORKERS COMPENSATION	104,758	89,044	-15,714	-15.0%	Pay in advance
5154 UNEMPLOYMENT INSURANCE	13,750	6,500	-7,250	-52.7%	Projecting average costs
5158 INSURANCE PREMIUM	244,832	302,841	58,009	23.7%	Pay in advance 30% Increased of Liability.
5171 MAINTENANCE OF EQUIPMENT	850,000	900,000	50,000	5.9%	New 800's will not be here until 27/28
5211 MEMBERSHIPS	1,775	1,795	20	1.1%	Cal Act Increase, others anticipated at 5%
5232 OFFICE & OTHER EQUIP < \$5,000	11,450	11,450	0	0.0%	
5238 OFFICE SUPPLIES	7,000	7,000	0	0.0%	
5253 ACCOUNTING & AUDITING SERVICE	69,845	75,956	6,111	8.7%	Reflects Inyo Audit rate increase and GASB reporting
5260 HEALTH - EMPLOYEE PHYSICALS	7,380	8,500	1,120	15.2%	Reflects increased costs per physical
5263 ADVERTISING	60,353	60,000	-353	-0.6%	recruiting, Reno.Lancaster, MMX and LPX EXP
5265 Professional and Special Service	221,208	302,663	81,455	36.8%	Increase in Swiftly, Samsura and Trillium software
5281 Equipment & Vehicle Leasing	0	216,000	216,000	0.0%	Bus leasing for Airport Flyer
5291 OFFICE, SPACE & SITE RENTAL	216,471	226,942	10,471	4.8%	
5311 GENERAL OPERATING EXPENSE	108,306	118,337	10,030	9.3%	Increased costs for maintenance items
5326 LATE FEES & FINANCE CHARGES	125	125	0	0.0%	Previously included in general operating
5331 TRAVEL EXPENSE	5,601	9,101	3,500	62.5%	New Leadership Training
5332 Mileage Reimbursement	15,000	5,000	-10,000		Limited Funds for Program Available
5351 UTILITIES	121,418	132,890	11,473	9.4%	
5352 FUEL & OIL	705,489	1,058,240	352,752	50.0%	Transit agency research & Airport Flyer
5539 OTHER AGENCY CONTRIBUTIONS	44,118	40,000	-4,118	-9.3%	Red's Road
5046 OPEB EXPENSE	40,000	0	-40,000	-100.0%	Declined Liability - no payment this year
5901 CONTINGENCIES	73,000	85,810	12,810	17.5%	
operating transfers out		225,804			
Total Operating Expenses:	7,366,059	8,601,286	1,235,227	16.8%	
Total Ops Exp and Capital Replace:	7,377,697	8,601,286	1,223,589	16.6%	
Adjusted Operating Revenue	7,377,697	8,601,286	1,223,589	16.6%	
Revenue Minus Operating Expenses:	0	0			
5640 STRUCTURES & IMPROVEMENTS	35,000	0	-35,000		
5645 SITE IMPROVEMENTS	14,544	60,000	45,456		Power to Conex Building and EV Infrastructure

5650 EQUIPMENT	0	48,000	48,000 -	New Server
5655 VEHICLES	660,000	984,475	324,475	49.2% LCTOP and TCIRP EV Vehicles
Total Capital Expenses	708,594	1,092,475	382,931	54.0%
Total Capital Revenue	707,585	1,127,751	420,166	59.4%
Revenue Minus Capital Expenses	-1,009	35,276		
TOTAL EXPENDITURES	8,087,241	9,693,761	2,012,991	24.9%

STAFF REPORT

Subject: ESTA Charter Policy Rate Schedule Update

Presented by: Jarett Chytka, Executive Director

BACKGROUND:

A charter is defined as:

1. Transportation provided by ESTA at the request of a third party for the exclusive use of a bus or van for a negotiated price. The following features may be characteristic of charter service:
 - a. A third party pays the transit provider a negotiated price for the group;
 - b. Any fares charged to individual members of the group are collected by a third party;
 - c. The service is not part of the transit provider's regularly scheduled service, or is offered for a limited period of time; or
 - d. A third party determines the origin and destination of the trip as well as scheduling; or
2. Transportation provided by ESTA to the public for events or functions that occur on an irregular basis or for a limited duration and:
 - a. A premium fare is charged that is greater than the usual or customary fixed route fare; or
 - b. The service is paid for in whole or in part by a third party.

Each charter provided by ESTA requires extensive management as dictated by state and federal regulations. Current charter rates were set in 2025 and do not reflect the actual costs to provide and manage this service. In addition, current rates are not competitive with market rates. The current hourly rate for a charter is \$150 an hour. The new pricing would be as follows, effective August 1,2026:

Charter Rates

Effective Date: August 1,2026

Charter Type	Minimum Hours	Minimum Charter Fare	Each additional Hour	Time at Destination
Private Charter	4	\$740.00	\$185.00	\$185.00
QHSD Charters	4	\$400.00	\$100.00	\$45.00

ANALYSIS/DISCUSSION:

ESTA is a qualified Federal Transit Administration subgrantee. ESTA's role as a public agency is to treat all citizens, groups, and political jurisdictions equally. Consequently, pricing of all charter services must be determined on a uniform basis and be based on costs to run the service. Additionally, ESTA must certify compliance with Federal charter service regulations as part of its annual Certifications and Assurances to the FTA.

FINANCIAL CONSIDERATIONS

There are financial benefits to changing the charter rates to a price that reflects current expenses and market prices. An additional issue to consider is the staff time needed to comply with the regulations. Charter notifications, scheduling, reporting, negotiations, communications, and invoicing take a considerable amount of time.

RECOMMENDATION

The Board is requested to approve the changes to the Eastern Sierra Transit Authority Charter Policy fares, and authorize the ESTA leadership to continue managing, denying, and/or approving ESTA charter services.