

Title

Big Pine Paiute Tribe of the Owens Valley

2025 ATP Plan Application

ATP: Previously Submitted Applications

08/21/2024

Score	n/a
Has this project been submitted in a previous ATP cycle?	No
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	

Original Submission

06/17/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	Big Pine Paiute Tribe of the Owens Valley
Implementing Agency's LOCODE	5948, Inyo County
Implementing Agency's Address	825 S. Main St. P.O. Box 700 Big Pine CA 93513 US 37.15663 -118.28948
Implementing Agency's Primary Contact Person	Cindy Duriscoe

Primary Contact Person's Title	Air Program Coordinator
Primary Contact Person's Phone Number	+17609382003
Primary Contact Person's Email Address	c.duriscoe@bigpinepaiute.org
Implementing Agency's Secondary Contact Person	Cheyenne Stone
Secondary Contact Person's Title	Tribal Chairperson
Secondary Contact Person's Phone Number	+17609382003
Secondary Contact Person's Email Address	cheyenne.stone@bigpinepaiute.org
Does the implementing agency currently have a Master Agreement with Caltrans?	No
Does this project have a Project Partnering Agency?	No
	Part A2: General Project Information
Project Name:	Big Pine Paiute Tribal Active Transportation Plan

Summary of Project Scope:	<p>The Big Pine Paiute Tribe of the Owens Valley is a federally recognized tribe based in Inyo County. Approximately two thirds of the Tribe's 627 members reside on the 279acre Big Pine Paiute Reservation, contiguous with the town of Big Pine, population 1,524.</p> <p>The reservation is bisected by a four laned federal highway, US 395, that also serves as the main street of in the town of Big Pine. US 395 is the primary north-south artery for the Eastern Sierra region, carrying goods, local and commuter traffic, as well as tourist visitors, connecting the many small communities in the Owens Valley to ski destinations-- Mammoth Lakes, Los Angeles, Reno, and destinations beyond.</p> <p>The town's school and businesses are located on Route 395, and while they are within walking or biking distance for most tribal residents, the lack of adequate sidewalks, safe crossings and access pose a significant obstacle for tribal residents' ability to travel to these places.</p> <p>The Big Pine Active Transportation Plan seeks to develop a comprehensive active transportation plan to address these obstacles. It will layout infrastructure improvements including installing sidewalks, ADA compliant curb ramps, bicycle lanes, adding pedestrian and bicycle crossings, improved street lighting, and using a newly established all-electric shuttle service for high-use routes. The expected benefits of these improvements are: 1) increased walking and biking by reservation and town residents due to greater safety and ease of access, 2) increased mobility and safety for those already engaging in active transportation, 3) reduced motor vehicle use and thus greenhouse gas production, 4) enhanced community health due to increased physical activity, 5) a step forward for economic justice by improving conditions for everyday life in a marginalized community, and 6) benefits for the larger community due to improvements in public safety, health, community engagement, and environmental concerns.</p>
Summary of Outcomes/Outputs:	A Tribal Active Transportation Plan including an inventory of existing infrastructure, a comprehensive public outreach campaign, a prioritized list of projects and a list of non-infrastructure elements.
Federal Transportation Improvement Program (FTIP) Project Description:	To create a comprehensive active transportation plan for the Big Pine Paiute Tribe of the Owens Valley.
Project Location:	The whole 279-acre Big Pine Paiute Reservation area. The Big Pine Active Transportation Project seeks to develop a comprehensive plan to address local travel obstacles.

Attach a project location map

List all cities that the project will affect. All cities must be located within the State of California.

Cities.xlsx

Plan Project Coordinates - Latitude 37.157712

Plan Project Coordinates - Longitude -118.290558

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Yes

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen. Promoting more active transportation modes such as walking and rolling will reduce vehicle miles travelled and therefore reduce greenhouse gas emissions. Within the next year two all-electric shuttle vehicles will be in service which will provide zero emission transportation to Bishop and other local towns as an option for many Tribal residents. The Reservation is bisected by federal highway 395 which is one of the main reasons why installing additional, effective safety measures is so important in making active transportation a success. The intersections of Bartell and Blake streets are unavoidable for residents to get to school, the other side of the Reservation across Hwy 395 and to local businesses.

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

2010 Census Tracts.xlsx

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

2020 Census Tracts.xlsx

Caltrans District: 9

Congressional Districts (Select all that apply): 8

State Senate Districts (Select all that apply):	8
State Assembly Districts (Select all that apply):	8
County	Inyo
Metropolitan Planning Organization (MPO)	Caltrans
Regional Transportation Planning Agency (RTPA)	Inyo CAG
Urbanized Zone Area (UZA) Population:	Project is located outside of one of the large MPOs in UZA with pop <=5,000
Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?	No
Part A3: Project Type	
Select the plans your agency currently has (select all that apply):	Other
List other plans that include bicycle and/or pedestrian improvements:	A Clean Mobility Options Needs Assessment
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Bicycle Transportation Pedestrian Transportation Trails (Multi-Use and Recreational)

Bicycle Transportation - % of Project	50
Pedestrian Transportation - % of Project	50
Do you feel a portion of your project is eligible for federal Recreational Trail funding?	No
Part A4: Project Details	
Plan Type	
What type of plan is this application proposing?	Active Transportation Plan
Right-of-Way (R/W) Impacts	
Will the plan include an open street or demonstration project on a state highway?	No
<p>Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7.</p>	
Plan/Non-Infrastructure (CON-NI) Project Delivery Phase:	
Will ATP funds be used in the CON-NI phase of the project?	Yes
Proposed CTC CON-NI allocation date:	7/7/2025

Notice to Proceed
with Federally
Reimbursable ATP
Work:

9/8/2025

Expected start date
for CON-NI activities:

9/15/2025

Number of months
needed to complete
non-infrastructure
activities:

-18

Expected completion
date for the CON-NI
phase:

3/12/2027

Part A6: Project Funding

Total Project Cost

250500

Total ATP Request

250500

Please complete the table below in thousands:

[Funding Table.xlsx](#)

ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your
project warrants
receiving state-only
funding?

No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[exhibit-25i-ppr.pdf](#)

Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

Yes

Explain why the development cannot fund the proposed project.

Adjacent lands are owned by the public utility, Los Angeles Department of Water and Power (LADWP). Attempts have been made in the past to improve or at the very least have what is referred to as the "Bartell Parcel" be a greening project with a walking/biking trail for students to use when traveling to and from school. The parcel is the size of one city block which is currently fenced all the way around with two gates. With this proposal application and putting in writing a formal plan maybe a leveraging tool to have LADWP partner in the project to make the area into a more user-friendly space.

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?	Yes
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Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

[RegTPexcerpt.pdf](#)

Is the implementing agency Caltrans?	No
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Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as a Disadvantaged Community?	Yes
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A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[disadvCOMMmap.pdf](#)

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:	Project Submitted by Tribal Government or Project on Tribal Lands
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Is this project located Yes
within Federally-
Recognized Tribal
Lands (typically
within the boundaries
of a Reservation or
Rancheria)? The
project can be
submitted by a
federally-recognized
Tribal Government or
another agency on
the Tribe's behalf.

C. Project Location (0-15 Points)

Percentage of
census tracts within
the plan area that
qualify as a
disadvantaged
community:

<10%

D. Severity (0-15 Points) Severity is calculated by the CTC , based on the
information provided in B. Identification of Disadvantaged Community.

QUESTION #2: PRIORITY TO FUND THE DEVELOPMENT OF
COMMUNITY-WIDE ACTIVE TRANSPORTATION PLANS WITHIN, OR,
FOR AREA-WIDE PLANS, ENCOMPASSING DISADVANTAGED
COMMUNITIES, INCLUDING PEDESTRIAN, BICYCLE, SAFE ROUTES TO
SCHOOLS, OR COMPREHENSIVE ACTIVE TRANSPORTATION PLANS.
(0-20 POINTS)

A. Priority (0-10 points)

1. Select the item
that best describes
the applicant:

Applicant has neither a pedestrian plan, a bicycle plan, a safe routes to
schools plan, nor a comprehensive active transportation plan. (10 points)

B. Statement of Need (0-10 points)

Describe the active
transportation
problems or
deficiencies within
the plan area. Include
the community's
active transportation
needs and why this
plan is necessary to
meet those needs.

The Big Pine Paiute Reservation is home to two thirds of the Tribe's 627
members. This is a very small, rural, extremely disadvantaged community.
The households consist of 3-8 people usually at least two generations and
sometimes three. The median household income is \$39,000. This
difference in Big Pine and Bishop Paiute heritage will be a factor when
evaluating active transportation preferences or habits. For the Big Pine
Paiute cultural traditions run deep through all generations and impact travel
habits. There are approximately 10-15 of the 200 occupied housing units
that have residents with no operational vehicles. Of the remaining 185
households each own 1.5 operational vehicles on average.

The Reservation and town of Big Pine is bisected by a four-lane highway,
US 395, that is the primary north-south artery for the entire Eastern Sierra

region. In Big Pine, Highway 395 averaged 7,700 vehicles per day with peak months seeing 10,500 per day including 1,468 trucks per day. Outside of populated areas, the speed limit on 395 is 65 mph. Within the towns, speed limits decrease to 35 – 25 mph over a short distance and many vehicles do not slow down sufficiently. Between 2009 to 2020, there were 43 vehicle collisions in the greater Big Pine area. Four of these were reported and occurred on the Reservation, one of which involved a bicyclist. Of the total number, 4 involved large trucks on 395 and one involved a pedestrian. According to the Street Story data from 2008 to present there have been 6 crashes (2 walking, 2 biking and one e-scooter (with a vision disability), one person in a wheelchair all Involving a vehicle collision). For the near misses involving vehicles were 11 pedestrians and 2 people biking on Reservation roads. 90% of these incidents are not reported by Tribal residents for various reasons.

In addition to US 395, the Big Pine Paiute Reservation has a number of side streets that also carry significant traffic loads and suffer from lack of adequate sidewalks, lighting, driveway aprons, and other basic but critical elements. Local residents also sometimes drive too fast along the highway and on these secondary roads. These shortcomings have a direct impact on the Tribal community's ability to access their school, public buildings and parks, businesses, community centers and each other's homes.

The percentage of Tribal children and youth who attend Big Pine Schools any given year is typically 15-25. There is currently only one consistent walking route from the Reservation to school, via Bartell or Blake and the sidewalk along Hwy 395. For some students this creates an unnecessary detour, forcing them to walk further to get to the highway. There is no designated bicycle route for students riding to the school at all. Students and residents generally ride their bikes on the sidewalk along Hwy 395 as there is no bike lane and vehicles, including large trailer trucks, drive at high speeds on the road. This creates pedestrian-bike safety issues. In addition to the school, community members regularly need to access Tribal Offices, community meeting/gathering places, Wellness Center, the municipal park, a weekly farmer's market in the warmer seasons, as well as local businesses.

In order to successfully address these needs, the Tribe needs assistance in developing a comprehensive Active Transportation Plan with specific project plans to be implemented in two or three phases. The Tribe has already conducted community outreach and a created a comprehensive needs assessment in 2021. The needs assessment proposes a number of specific projects from installing sidewalks, ADA compliant curb ramps, bike paths/lanes, lighting, speed reduction or consistent speed limit signs, more highly visible crosswalks, additional entry points onto school grounds, and so forth. What is required now is the formulation of a detailed plan in consultation with transportation engineers, municipal planners, Tribal government, other relevant agencies, and community stakeholders.

QUESTION #3: PUBLIC PARTICIPATION (0-25 POINTS) Describe the community based public participation process that will be utilized as part of the development of a plan.

A. Describe who will be engaged in the creation of the plan. Identify key community stakeholders, and any other stakeholders. (0-5 points)	<p>Inyo County has an involved and experienced network of transportation experts that the Tribe will partner with in writing and implementing this Plan. These experts include County planners and engineers, the Local Transportation Commission, Eastern Sierra Transit Authority (operates the local bus, shuttle transportation), and District 9 Caltrans staff/engineers along with Tribal Utility staff/engineers. Other partners involved in outreach efforts will be the Bishop Paiute Tribe, Toiyabe Health Clinic, Big Pine Schools and Big Pine Civic Club. Tribal staff and consultants will form a Project Advisory Committee (PAC) of identified stakeholders to guide project development and provide local and planning expertise. The stakeholder distribution list will be used to inform agencies, tribal governments, organizations and community members about the ATP and the process of developing transportation projects. Tribal and other local bicycle enthusiasts, local businesses, parent and local indigenous hiking groups will be directly invited to outreach meetings and notified on plan milestones and other informational updates.</p>
B. Describe how stakeholders will be engaged in the development of the plan. Describe your intended outreach methods during the plan's development (e.g., charrettes; community workshops; pop-up events; social media, etc.), including the number of outreach activities and estimated number of people reached. How will you maximize the accessibility of the community engagement process? (e.g., providing translation, interpretation, and childcare services; selecting times/locations convenient to the general public; ensuring culturally/linguistically appropriate	<p>Project Advisory Committee (PAC) and stakeholders will hold quarterly meetings and provide multiple opportunities for this disadvantaged community to best identify preferred alternatives. During the year and a half Active Transportation Planning and writing process numerous stakeholders and Tribal residents will be engaged throughout the life of this project including: 3 community workshops and events, walk audits, social media--A project website, a routes application and a social media platform will be developed to give exposure to the Plan and development process, making it easier for the public and other agencies to gain access to the associated documents and give insight to the project progress and provide various methods of providing input and comments. The value of the campaign is to generate online discussion about active transportation on the Reservation, while the application will be developed to gather community data related to routes, connectivity and safety issues. School coordination meetings will be held annually.</p> <p>-Advertising for public workshops will be done through e-mail blasts to stakeholders, social media posts and posting a meeting flyer to the project website and in key locations around Big Pine and the Reservation such as community gathering places, tribal offices, gas station convenience stores, libraries, bus stop shelters, and at schools, etc. Individual outreach to representatives from local agencies will ensure equal opportunity for local involvement. The website will also help with draft and final document distribution, and to advertise Public meetings.</p> <p>To facilitate participation, an extension of the Clean Mobility online community survey will be administered with questions that will gauge active transportation needs and wants. The digital survey will be distributed through the project website which will also use Street Story and Story Map to document input and social media platforms. A paper survey will also be distributed at community workshops, community activity/bike safety events and through schools to reach community members without access to or knowledge of social media and the project website. All printed and digital material will be available in English, Paiute when possible, and formatted</p>

materials). If applicable, describe any unique engagement challenges you expect to face and how they will be addressed. (0-15 points)

for visually and hearing-impaired participants.

There will be initial community meetings in Big Pine and on the Reservation to introduce the ATP project, with interactive exercises to help the public prioritize projects to include in the ATP. This first workshop will narrow down the most important topics and issues the residents feel are pertinent, prioritize the projects and provide any recommendations they may have. Social equity will be emphasized with input from the community. To ensure equitable access to the process, meetings will be held in early evenings and Saturdays, with free childcare, special needs accommodations and refreshments. There will also be half day walkabouts within certain communities for mapping purposes and to gain in-depth information regarding the current issues.

The second community workshops will present progress made since the first meetings. By this point, any previous outreach effort has contributed to a more polished priority project list and a well-defined set of needs the community and stakeholders have identified. Large format exhibits of the projects identified or refined in the first public meeting will be displayed at second meetings.

The final meetings and draft phase of the project will present the draft Active Transportation Plan to the community. These meetings are intended to give the community a chance to review the Plan and discuss it with project managers and other members of the public.

Another outreach method will be to hold at least 5 different pop-up community events to gather public input. Events will include Big Pine town meetings, farmers markets, school events, community gatherings, etc.

C. Describe how you intend to maintain ongoing outreach with stakeholders to communicate changes to the draft plan and how the stakeholders' input was addressed. In addition, how do you intend to keep the community and stakeholders updated following plan adoption? (0-5 points)

At the conclusion of draft Active Transportation Plan development, an administrative draft Plan will be distributed to the PAC and other stakeholders for review and comment prior to the scheduled public Draft ATP release date. An official presentation will accompany the delivery of copies of the draft ATP. Any additional comments will be reviewed thoroughly and implemented into the Final Plan if applicable. A 30-day comment period will be open to the public prior to adoption of the Plan. The public comment period shall be noticed in tribal newsletters, bulletin boards and social media posts. The draft Plan will be posted on the project website and promoted through the social media platforms developed during the drafting of the Plan. During this time, the Project Advisory Committee will continue to host virtual and/or in-person community meetings as needed to ensure that all stakeholders, especially those in the highlighted project phase areas, have the opportunity to provide feedback and input. At the end of the review period, all comments will be reviewed thoroughly and implemented into the Final Plan if applicable. The Active Transportation Plan is a snapshot of now and a vision into the future. To be successful, ongoing planning efforts are essential for functionality of an efficient transportation system. Moving forward, the community will continue to be notified through the channels established during the design of the Plan. The key to successfully advancing active transportation on the Big Pine Paiute Reservation will be to gain and keep public support, plus have residents actively involved in the decision making even after plan adoption. When initially planning an Active Transportation project in 2023 residents were surveyed by the Tribal Air Program Coordinator along with technical assistance contractors from Nelson-Nygaard. Teams of two to three people went door-to-door in the proposed project area and interviewed family members about what they wanted to see for road improvements, safety issues having to do with bicycling and walking, if/where should sidewalks and bike lanes be installed. This same one-on-one personal contact will also be a means of communicating Plan updates.

QUESTION #4: IMPLEMENTATION (0-10 POINTS) Describe the community based public participation process that will be utilized as part of the development of a plan.

Describe how the plan will lead to implementation of the identified projects.

In the beginning stages of the Active Transportation Plan development, existing documents will be canvassed to extract all existing and historical non-motorized project needs that exist from the Clean Mobility Needs Assessment and Inyo County Regional Transportation Plan update from 2023. From the Regional Transportation plan and Clean Mobility NA, Big Pine Paiute's Pedestrian and Bicycle Plans and other relevant documents will be reviewed for unmet project needs. In addition, local and State agencies along with DWP and the County School Districts, other Tribes, the Big Pine Civic Club and other groups will be involved in direct outreach efforts to provide any project needs that may be added to the primary project list. The extensive public participation and outreach plan included in the development of the Active Transportation Plan and implemented by the Tribe will result in a priority list of projects that are ranked by the public and stakeholder desires and needs, as well as feasibility. The project list will include construction costs in year-of-Plan-adoption dollars.

The Active Transportation Plan will be drafted to include the following elements: introduction, background context and demographics, existing facilities, benefits of active transportation on the Big Pine Paiute Reservation, goals and objectives, safety, projects, funding, and design standards. The background context element will provide the baseline data needs adding to already existing maps, special needs groups such as Elders, veterans, disabled people, and youth populations, active transportation traffic counts, and existing and future land use.

The Active Transportation Plan will include elements that can be easily transferred to future Active Transportation Program grant applications. The Plan will identify specific non-infrastructure projects that can be combined with implementation projects or as standalone efforts. The data developed during the Plan will be organized into a database that can be altered and utilized in future Active Transportation Program grant applications. Bicycle, rolling and pedestrian counts will be necessary for future grant cycles. Proposed projects and community census/Story Map GIS data will be developed with the Active Transportation Program in mind. The safety section of the plan will be developed using the TIMS data tools and will include an analysis that can be easily transferred to future grant applications. Each priority project or phase will be accompanied by a detailed description and the need and relevance for the community that will prepare the projects for future funding and implementation.

QUESTION #5: PLAN DEVELOPMENT (0-15 POINTS)

Evaluators will evaluate the non-infrastructure program using the Exhibit 25-PLAN. The 25-PLAN will be evaluated for: How well it reflects the applicant's responses throughout this application How well the overall scope meets the purpose and goals for the ATP, as defined by the 2025 ATP Guidelines

QUESTION #6: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

[signPG_001.pdf](#)

Attachment B: Not applicable to this application type.
Engineers Checklist

Attachment C: Project Location Map

[projarea.pdf](#)

Attachment D: Not applicable to this application type.
Project
Layouts/Plans
Showing Existing and
Proposed Conditions

Attachment E: Photos of Existing Conditions

[picsEXISTcond.pdf](#)

Attachment F: Not applicable to this application type.
Project Estimate

Attachment G: Non- Not applicable to this application type.
Infrastructure Work
Plan (Exhibit 25-R)

Attachment H: Plan Scope of Work (Exhibit 25-PLAN)

[Attachment-H-Exhibit-25-P-Plan-SOW.pdf](#)

Attachment I: Letters of Support (10 maximum) and Support Documentation

[LOS_003.pdf](#)

Attachment J: State-
Only Funding
Request (if
applicable)

Attachment K:
Additional
Attachments

Internal Form

Score	n/a
CTC Application ID	9-Big Pine Paiute Tribe of the Owens Valley-1
