

Mono County Local Transportation Commission

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MINUTES

February 10, 2020
(Adopted March 9, 2020)

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters (via video), Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth

COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Megan Mahaffey Michael Draper, CD Ritter

TOWN STAFF: Haislip Hayes

CALTRANS: Brent Green, Austin West

ESTA: Phil Moores

PUBLIC: Rhonda Duggan, Allison Page

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Lynda Salcido called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag. The meeting was paused to honor MMSA founder Dave McCoy, who passed at age 104 last Saturday.

2. **PUBLIC COMMENT:** Allison Page, local citizen, cited federal money for streets, noting accident on Davison Road in Mammoth where three more cars hit same car. Steepest road open in winter. One section is full-on treacherous, scary icy. Try to close on weekends. So many not prepared for that road. Could get petition. Has seen cops come out, fall on ice. Should be first road fixed.

3. MINUTES

MOTION: After 25-minute delay due to technical difficulties, approve minutes of Jan. 13, 2020, as amended: 5A) Wentworth: ~~Recreational partnership~~ **A sustainable recreation and tourism initiative**; 6A): ~~mobility element~~ **opportunities for transit funding**; wording not trap us into **incompatible** infrastructure; 6C): Visit California effort to promote ~~tourism~~ **destination stewardship**; ~~\$29,200~~ **\$19,200**; 7A) ~~Flex~~ **McFlex** parcel (Hogan/Kreitz. Ayes: 6-0.)

Hogan: Start rephrasing. Salcido: Changing context of conversation. Wentworth: Disagreed with minutes. Stump: BOS shifted to action minutes. Granicus available. Go to action minutes, make recordings available. Salcido: Meet with Le Francois and Ritter, work with IT. Le Francois: Always on Mono website. Wentworth: Get Granicus.

MOTION: Approve tabled minutes of Dec. 9, 2019, as amended: Item 4): Large is **projects are** cheaper. Additions: Comments from Wentworth and Kreitz. (Stump/Kreitz. Ayes: 6-0)

4. CALTRANS

A. **Activities in Mono County & pertinent statewide information:** Brent Green attended safety summit with contracting industry, 100 attendees, engineers from Caltrans, main emphasis was safety in work zone. Initiatives last year made mandatory speed drop 10 mph in construction zones. Maybe traffic control on one side, buffer lane. Into groups to prioritize what industry looking for: 1) more full closures. CHP stops 20-25 minutes, none to protect project; 2) Intrusion alarms if cone hit; and 3) operators of heavy equipment need proximity detector. Big Caltrans topic is homelessness (individuals experiencing homelessness), may be living in car. Caltrans has excess land, property within ROW can lease for \$1. Push for opportunities for people. Bishop's Nazarene Church parking lot for overnight stays. Perhaps Caltrans at rest stops, maintenance facilities, park-and-ride sites. Focus on Caltrans away from highways. Goals: Leaders in climate

COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

resiliency statewide. Reducing GHG, vehicle miles traveled, access to central services, and multi-modality. Disparity/inequality in workforce.

Stump: Painting entire state with same brush will not work. Local demographics will drive what happens. NE Modoc different breakdown from LA. *Green: Mono has highest average age of any county in state. Recognize that things not all painted with same brush.*

Wentworth: State involved in Regions Rise Together. Define idiosyncrasies.

Stump: Tribal members under-represented. *Hogan: Recruitment involves lack of affordable housing.*

Kreitz: Commended Caltrans for effort. Start at top. Not just race and gender, also LGBTQ.

Green: Construction at Bishop main office for ev chargers. Also, Boron, Coso, Independence rest area.

Rest areas? *Green: Only one now in Independence. Grassy area might fit nine vehicles. Not talk about Crestview yet. Map goes live this week.*

Wentworth: Only Teslas can get from Mammoth to LA. Some talk of Coso Junction. Need to do things in Mammoth.

5. LOCAL TRANSPORTATION

A. **Local Transportation Account (LTF) projections for FY 2020-21:** Megan Mahaffey noted standard information item funded through sales tax. Allocations based on projections. 71% to ESTA, 5% to YARTS, 4% to Mono County Social Services for medical transport in Mono. Less than 4% is allocated and used on mandatory audit and administrative expenses.

Stump: Every month has lower revenue projection. Curious why. *Mahaffey: Use conservative 10-year loan average, just math. If no actual, use last two years. Trend shows wiggle room.*

Stump: 10-yr average for 2020-21, and two year average for Feb-June 2019-20? *Mahaffey: Yes.*

B. **Historic use of LTF funds and reserves:** Megan Mahaffey responded to questions. Across-board allocation is based on percentages. Reserve not used unless projections are off. Used for 2017-18 fifth day of Dial-a-Ride in Walker. Something not covered by current services. Never used LTF for capital projects. Never roll over reserve. If unused, into allocations for following year.

ESTA buses? *Encouraged through STA (State Transit Assistance). Never really supported.*

Stump: Excluded as capital outlay project? Tap reserves... in June.

Blend of state and federal money? *Mahaffey: State. Work well as region. Remote rural, transportation essential.*

Wentworth: Anticipating capital needs, airport to Bishop, get proactive. Resources available. Caltrans truly effective State agency getting funding resources.

Kreitz: Not used LTF for capital, a lot of change is coming, ev for transit fleet. Consider strategic change to use funding to capital for changing mandates. Perhaps in June 2020 look at ev by 2040, State goal. Start to program some money for pilot. No ev in our region except YARTS on west side.

Hogan: Purchased vehicles years ago, ready to retire.

Wentworth: RTP with air service in Bishop. Need to move a lot of people. *Le Francois: ESTA has infrastructure plan, can allocate resources.*

Kreitz: Potentially change way things done.

Transport from Bishop to Mammoth? *Le Francois: JPA (Joint Powers Authority) does transit (Town, Mono, ESTA). New demand for service.*

Hayes: Reach out to Mammoth Lakes Tourism.

Wentworth: Airports vs air service rep from Urdi and ESTA. *Kreitz: ESTA board asked Moores to collaborate with Urdi.*

Stump: Current ESTA service is priority. Not want to unnecessarily plop that onto ESTA's plate and suddenly degrade service. Inyo relies on funding to support, needs to be a player. Flexibility to backstop projects for Town.

Kreitz: Think where things are in 2020 and how to adopt modifications. *Mahaffey: Use within three-year time frame. Agenda: ESTA strategic plan in April or May. Not shift standard for capital expenditure. Upward economic cycle now. LTC does not have more allocations in June than will have funding in February.*

6. TRANSIT

A. Yosemite Area Regional Transportation System (YARTS) funding requests:

1. **Annual funding increase to YARTS:** Gerry Le Francois noted three potential actions: 1) \$5,000 annual increase to \$40,000; 2) funding for October service; and 3) amend resolution from June.

Cindy Kelly has hold on Mammoth schedule. \$5,000 brings Mono up to \$34/hr. Eliminated Tuolumne shuttle, made extra full runs to Yosemite. Keep that. Item B: Pilot for one year. No cost if not operating. YARTS not profit from it. June 15 to Oct. 15.

Hogan: Five years ago, above average; below now. \$5,000 puts Mono a little above average
\$5,000 needed now or next fiscal year? Kelly: Nov. 1 contract went up. Looking to get ASAP. Invoice to Mono in June.

Stump: Tap into current year's reserve for \$5,000, set aside. Kelly: Could invoice in July.

Mahaffey: Cannot set aside any allocations for 2020-21 today as there is a formal process.

Stump: 2020-21 budget would have \$40,000, etc. Mahaffey: The request needs to come back in a claimant letter in May for 2020-21 funds. The resolution for 2019-20 allocation can be amended, pulling funds from reserve. Not for future years.

Days of service with \$40,000? Kelly: 123 days. Hogan: Switch from weekend only in June and September? Kelly: Switched to daily service. Gave to East Side instead of Department of Interior.

MOTION: Accept item 11 from Resolution R19-05A for an additional \$5,000 in funding for YARTS from fiscal year 2019-20 LTF reserves. New YARTS annual funding is \$40,000.
(Hogan/Wentworth: Ayes: 6-0.)

2. Increased funding request for YARTS October service: Cindy Kelly affirmed next fiscal year. Mahaffey: Can't allocate funds for next fiscal year. Needs claimant process. Come back in September.

How was last October paid? Kelly: Started late in July, paid 123 days, extended a month.

\$19,200 from current reserve? Le Francois: Kelly needs for contractual needs.

In next fiscal year? Salcido: Start early June, extend through October.

Kreitz: \$19,200 doesn't consider rate payers. Seems like gross cost, how get to net cost? Kelly: Summer seasons don't follow fiscal years. Anticipated cost for additional days not factoring in ridership. Farebox calculated on running year-round on Hwy. 140, etc. Anticipated farebox could go into operations. If not included, would be significant cost. \$160/hr includes passengers (600/two weeks).

Mahaffey: Why not use reserves? Le Francois: Service may not start until October, into new fiscal year.

Stump: \$19,200 from reserves as line item in 2020-21 budget. Not know opening day, if use full amount. Roll that piece into line item. Mahaffey: 2020-21 allocations need to go through the formal process with claimant letters. Reserves can be used for Capital projects if allocated for a specific project at original June allocation date. Capital projects have three years to use reserve and then get rolled back into allocation process.

647 riders? Kelly: 26 days.

Hogan: Truly a pilot. Never heard county asked to pay for its own pilot. Amend NPS agreement for three years. Not set precedent for NPS to go to counties for money. Kelly: Answer is no. YARTS funded through gate fees. Looking at reducing its percentage, looking at maintenance backlog. Already discussed NPS funding.

NPS subsidy for Tuolumne? Kelly: \$600,000 for three buses. Hogan: If drop, shift money to Mono. Mono's subsidies lowest in whole system. Shifted to two routes. Put Mono in for Oct. 31, figure funding. Not set precedent. NPS not going after Tuolumne's free ride.

Kreitz: 15 days = 379 riders for \$51/rider. Maybe better way. Maybe June 15 - Oct. 15 as pilot see how that works. Mono has to be fiscally prudent. Respond when time comes to actual figures, actual happenings.

Wentworth: Pay attention to feds. Mechanisms for autumn. Maybe allocate \$10,000 now if needed.

Mahaffey: Can use current reserves from 2019-20 on transit once original allocation is done in June, not capital. Allocate set amount aside for YARTS. Kelly: Schedule solidified this week. Mahaffey: Set aside for specific thing; if not needed, back into next year's allocation.

Peters: Publishing schedule has unknowns. Caveat with intent to provide service, maybe other factors come into play. Schedule through Oct. 15, look at options.

Kelly: Contract with Department of Interior Monday. Contracts every April. Summer schedules online in November. International travelers plan in advance. Intend to meet schedules. NPS pays nearly 50% of YARTS budget.

Salcido: Push beginning to June 15, no additional funding, or full June 1 - Oct. 15. Kelly: June 1 to Sept. 30 currently, change dates to June 15 - Oct. 15.

Hogan: Knows how federal agencies work, could find money.

MOTION: June 15 - Oct. 15 pilot with same number of operating days (123) at no additional cost to Mono LTC (Kreitz/Wentworth. Ayes: 6-0.)

Stump: Haven't heard from ESTA. OK to move season? Not comfortable.

Duggan on behalf of Mammoth Lakes Tourism: Let people know about it. Not enough people knew of later option. Internationals planning trips now have to know transportation is available. MLT can advertise it's available.

B. Eastern Sierra Transit Authority (ESTA):

1. **STA funds:** Phil Moores noted revised motion on prior resolution.

Inyo LTC participate? *Not address Inyo piece. Could do split.* Kreitz: Ask Inyo to split for real collaboration. *How much money?* \$8,000 to \$10,000.

MOTION: Approve Resolution R20-02 committing STA funds as local match to federal grant applications (*Hogan/Kreitz. Ayes: 5. Absent: Wentworth.*)

2. **5311 projects:** Phil Moores described projects.

MOTION: Approve Resolution R20-03 the federal fiscal year 2020 Section 5311 Program of Projects with ESTA as subrecipient of \$85,976 in federal funds and authorize the LTC co-executive director to sign the certifications and assurances for operating assistance for general public transit services in Mono County (*Stump/Hogan. Ayes: 5-0. Absent: Wentworth.*)

3. **California Association for Coordinated Transportation (CALACT) overview matrix of transit-related bills:** Phil Moores did not know details of all bills but wanted to make LTC aware of big organization of rural transit agencies. Resource where can call in, listen to experts on bills, how affect Mono.

Is Caltrans a member? *Moores: All rural transit agencies, vendors. Biggest transit organization in state, politically influential, relevant to what LTC does.*

Advocacy group? *Moores: Yes. Le Francois: Goes back to LTC direction, relying on RCTF (Rural Counties Task Force). Not tracking stuff. Mechanism to stay up-to-date.*

Salcido: Add to other agencies like RCRC (Regional Council of Rural Counties), etc.

Moores: CALACT may hear our voice. TDA reform happening, will change farebox recovery so not threaten revenue. LTF = sales tax, STA = fuel tax (declining). Transit is what ESTA does. Transportation much broader. As road charge gains momentum as revenue source, make sure transit is part of it. Replacement for STA fuel tax. Maybe another letter.

Stump: Many constituents have to drive old clunkers, disadvantaged communities, live where can afford to live. Charge them mileage to get to market? Ill-conceived for rural CA. Mono has employees who commute from Chalfant.

Advocacy for rurals? Stump: RCRC. Get some modifications for those with no other option.

Hogan: Most people don't understand that roads cost money.

Moores: Spoke with Breckenridge on ev temperature and terrain. 40' bus carries 25-30 passengers. Not ready to go into ev in Mammoth. Some dual engine options. Took GPS device on Mammoth routes, returned for temperature, elevation, duration evaluation of how equipment matches up with actual routes. Maybe next year.

Hogan: Fresno YARTS changed grant wording for incompatible infrastructure. Make sure things match. We have Tesla, nobody else can plug in. Make sure do it right.

Moores: Electric bus companies fighting for market share. Thirteen 40' buses will die in 2024. First year to apply for purchase is 2024. Retrofitting, engine rebuild. Maybe several new trolleys in next year or so. Operational funds in transit hard to come by. Easier to buy a bus but paying for its operation more difficult. Not oppose YARTS' request but funds are limited. If spend more on one, have less for something else.

Salcido: ESTA doing very good job.

- C. Schedule for public outreach on transit needs and unmet transit needs:** In March. Sit down with Stump for combined meetings in Tri-Valley. Have SSTAC (Social Service Transportation Advisory Council) (unmet needs side) get together with ESTA and Town. Outreach to ESAA and IMACA through social services. Town component as well. Try to differentiate general transit needs vs traditional unmet transit needs.

Le Francois: At RPACs, consider both.

June Lake? General transit need. Three pilots never met farebox.

Le Francois: Sit down with groups. Have Town do process as well, with roles by Le Francois and Moores.

7. LOCAL TRANSPORTATION

A. **Integrating Airport Land Use Commission (ALUC) & LTC** (request from Kreitz): With three airports ALUC is a mandated commission. Current ALUC: Town, Mono, airport manager, public member with aviation experience. The ALUC last met in 2015 for Mammoth Yosemite Airport, Whitmore Track. Mono has layouts, plan updates. Survey in 2011 showed 29 counties with separate ALUCs, more rural ALUCs have combined with another agency. Designated agency component left at staff level. ALUC meets infrequently, hard to convene meetings, public member always problematic.

Stump: Nothing to do with airport planning layout, only potential impact on surrounding areas That's why Whitmore was possible. Green Church owned by State. Hot Creek could fall under this. Other airports County leased or owned. ALUC does not govern uses. Safety, public health and welfare.

Salcido: Ask people to join LTC as public member, someone with aviation expertise.

Le Francois: How big does it get? Hard part if go to Town Council and BOS, public member. Find a pilot or fixed-base operator.

Kreitz: Quorum involved.

Le Francois: Need nine members? Maybe downsize to seven.

Annual or as needed? *Le Francois: Tiny ALUC budget. Meet in May and June.*

Haislip Hayes: Spoke with Grady Dutton, does not support consolidation. Prefers to convene as necessary for specific task. Separation of duties. Bring right people to discuss very specific topic. Dialog with LADWP on land use around Whitmore complex.

Garrett Higerd: Meet to adopt airport layout plans after FAA approval. So little activity. No strong opinion. Benefit to having regular meetings. Somewhat unique.

Hayes: Still same challenges on finding expertise. Keep status quo.

Kreitz: Still need expert, educated players.

Hogan: When tried to save staff time by merging airport and mobility, both went away.

Stump: On ALUC, big player to stimulate activity is Town. OK with Town preference. Given infrequency of meeting, honor Town request.

Peters: Also on ALUC. Purpose to maintain basic housekeeping, annual adoption of plans or budgets. Who would convene in current format to maintain compliance? *Le Francois: County staff, function of County government.*

Kreitz: Streamline to make less cumbersome on Mono staff. LTC already here.

Salcido: Easier to make part of LTC, bring in outsiders, and then done. *Le Francois: LTC meets on regular basis, ALUC only when item exists.*

Similar to unmet needs? *Hayes: ALUC meets only when Town has something. Dutton thinks it's infrequent.*

Kreitz: Cumberse hence infrequent. Publish another agenda.

Peters: Refer to bylaws. LAFCO bylaws say meet twice/year. Does ALUC have bylaws? *Kreitz: Efficiencies also a factor.* Salcido: Defer on how often to meet.

8. **ADMINISTRATION:** No items

9. **COMMISSIONER REPORTS:** **Salcido:** None. **Peters:** Commended Caltrans for reopening Bodie Road. Signage to deter people from trying to drive muddy tundra to park. Win/win for everybody. **Hogan:** Gave example that roundabouts work beautifully. No progress here in years and years. They work! **Kreitz:** June update to BOS on Tioga Road work (2020), Tuolumne campground (2021). Has contact info on road opening. **Stump:** None.

10. **INFORMATIONAL**

A. **Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) initiative**

11. **UPCOMING AGENDA ITEMS:** 1) Draft 2020-21 Overall Work Program; 2) Quarterly reports from Town, County, Caltrans; 3) Mobility Hub update from Town; 4) Civic Center transportation update from County, 5) MOU projects and 2020 STIP update; 6) preference on minutes format

12. **ADJOURN** at 12:09 pm to March 9, 2020

Prepared by CD Ritter, LTC clerk