



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

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Doug Wilson, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

**Bishop City Council Chambers
377 W. Line Street, Bishop, CA 93514**

March, 20, 2013

9:00 a.m. Bob Kimball called the meeting to order.

ITEM NO. 1: Roll Call

Commissioners Present:

Laura Smith – City of Bishop, Council Member
Matt Kingsley – County of Inyo, Board of Supervisors Member
Bob Kimball – City of Bishop, Member At-Large (Chair)
Doug Thompson – County of Inyo, Member At-Large (Vice-Chair)
Rick Pucci – County of Inyo, Board of Supervisors Member
Keith Glidewell, City of Bishop, Alternate Council Member

Others Present:

David Bloom, Caltrans
Jill Batchelder, Eastern Sierra Transit Authority (ESTA)
Ryan Dermody, Caltrans
Sonja Velarde, Bishop Tribe
Beth Himelhoch, IMAH
David Grah, City of Bishop Public Works
Courtney Smith, Inyo County
Jennifer Winstead, Inyo County

ITEM NO. 2: Public Comment – None

ACTION ITEMS

ITEM NO. 3: Approval of the February 20, 2013 Minutes

Courtney Smith Inyo County LTC staff: Did all commissioners receive their agenda packets this month? Two commissioners responded that they did not receive the agenda packets. Courtney recommended that they postpone the consideration of the minutes until the next LTC meeting. The commissioners agreed.

Bob Kimball requests that the agenda packet continue to be three-hole punched when they are sent out to the commissioners. Laura Smith likes receiving the agenda packet with the information separated in the binder.

ITEM NO. 4: Resolution 2013-03; \$250,000 TEA Exchange Allocatin Request

Courtney Smith: Your Commission is being asked to adopt a Resolution allocating \$250,000 of TEA Exchange funds to the County of Inyo for the construction component of the Independence Town Roads Rehabilitation Project.

In 2004, the Inyo County LTC received \$759,671 in TEA Exchange funds for transportation related purposes. The LTC has since used these funds for projects or project components that cannot easily be funded through existing funding sources. As of March 13, 2013, there is \$262,295 available for new projects in this fund. This will reduce the account balance to \$12,295. When the \$225,000 loan to ESTA for funding to assist with the purchase of STIP buses has been complete, there will be a total of \$237,295 left in the account available to the City of Bishop, the County of Inyo, or other entities.

In March 2005 the LTC set up procedures to allocate these funds. Applicants need to complete a form and again approval by the LTC of a resolution to receive an allocation of exchange funds. Applicants are required to provide a project description and make a presentation to the LTC for projects for which they request exchange funds.

In the past, the LTC commission has allocated TEA Exchange funds to:

- Sabrina Bridge match - \$36,135 (returned because Toll Credit funds used)
- Eastern Sierra Institute for Collaborative Education Audio Tour - \$119,837
- Home Street Improvements - \$18,000 (a portion was returned)
- Lone Pine Heritage Trail Feasibility Study - \$50,000 (a portion was not expended)
- Home Street Rehab - \$158,000 (a portion was returned)
- ESTA Buses Floating Loan - \$225,000 (used three times so far)
- Pine to Park - \$58,578.90
- Ed Powers BTA March - \$89,680 – (all returned – application unsuccessful)
- Security Lighting and Fencing - \$21,500 (returned)

Doug Wilson, in his role as the Interim Public Works Director, will give a presentation on this subject.

Commissioner's: A couple of questions on this. The \$250,000 for the Independence Town Rehab. This is in no way going to slow that down?

Courtney Smith, Transportation Planner: Yes, this is to facilitate that completion because the construction bids came in low. It will not slow down project delivery.

Commissioner's: Then the payback from ESTA of the money \$225,000, does that come from 5311 funds? Where does that come from?

Courtney Smith: In the State Transportation Improvement Program (STIP) through the Public Transportation Account or PTA, funds were programmed for the purchase of buses. It is a reimbursable program. The county is the project manager. ESTA, back at that time, was Inyo Mono Transit, a Department of the County.

Commissioner: Is there a time frame of when it will be repaid?

Courtney Smith: Right now, there is a loan of an amount \$133,000 for the third installment. I think the loan will be expired after this amount has been repaid. In general, the bus procurement process has been slower than desired and so it is kind of stretched out. ESTA has three years through the local assistance program and the STIP program to get these funds. There are not really on pace to do it. I talked yesterday with Jill, left a message for John about seeking other sources to help them front the funds so they can successfully complete the project.

Commissioner: Is this a loan? In the third paragraph, it states a loan.

Courtney Smith, Transportation Planner: The \$225,000 to ESTA is a loan. The \$250,000 to the county for Indy Town Road Rehab is a one-time allocation.

Commissioner: We still do not know what the time frame is for repayment.

Courtney Smith: We can revisit that. I think what might be a good way to proceed is after the loan has been completed for this current round of purchases that we revisit it and we bring it back to your commission if ESTA wants additional funds. If the Commission approves this allocation, there will only be \$12,000 left. These funds are better suited for County or City projects.

Commissioner: Has ESTA paid any of the loan back? They are facing a payment of \$160,000.

Courtney Smith: Yes, the first two phases have been completely reimbursed. They were both in the amount of \$225,000 - the full amount of the loan.

Doug Thompson: Did we approve the 5311 funds for purchases about three - four months ago?

Courtney Smith: The 5311 funds were for operating expenses.

Jill Batchelder, ESTA: The 5311 funds are for operating expenses. These TEA Exchange funds that ESTA is taking on, it is for cash flow purposes. As the buses come in, there is a large sum of money that is due and we have used the TEA funds just for cash flow purposes. Usually those funds are repaid between 30 - 45 days. The State reimburses typically within 30 days and I add on extra days to get it back into the TEA Exchange fund. The recent bus that we just purchased was \$133,000 so we did take an additional loan for paying the vendor. Once that check clears I can put the reimbursement through to Courtney. So it would be about 30 - 45 days before that is done. I have talked with Courtney and we are seeking another avenue of funds just for the cash

flow purposes when additional buses start rolling in. The delay in receiving them is actually due to the bus manufacturer. Typically it takes about 4 months that we order for a bus to come in. It has been taking closer to 9 months.

Doug Wilson gave a presentation to the Commission on the need for the TEA Exchange allocation to complete the Independence Town Road Rehab project. This project was first put in the STIP in 2006. It has had a number of problems both at the county and state level with funding and delays. The scope has changed, to fit more within the allocated dollars. The project has been redesigned to try to reduce the cost by not reconstructing the full width of pavement. The project will only reconstruct the middle 24 feet that is the typical driving surface. When we finally received bids a couple weeks ago, we were surprised still that the cost of the project is higher than we had allocated. Since this project has been around so long, it really is at risk if we can't move forward. We are late enough in the process that we are not going to get any monies through the STIP process. If we try to again redesign the project and rebid it, we will really lapse beyond the time we have available to construct the project. We received an extension last year. We are really to the point that we are pretty much out of options if the TEA Exchange funding is not available. The County could attempt to award the project & then change order part of the project which would be problematic. I would be happy to try to respond to any questions you may have.

Bob Kimball: This is an important project. Some of the streets have not been touched in I don't know when, I don't know if the county knows.

Matt Kingsley: If you get the allocation then you have the money to move forward with the project?

Doug Wilson: Yes.

Matt Kingsley: How big is the project? How much is the overall project?

Doug Wilson: The overall project would be around \$1.2 million for the construction phase. That includes the construction engineering etc. That does not count the design phase that has already spent probably \$200,000.

Matt Kingsley: The idea would be to do it this summer?

Dog Wilson: We have the bids. If this funding is approved today, we will plan to take it to the Board of Supervisors to approve the contract on 04/26/2013.

Keith Glidewell: This is not a grant, it is a loan, right?

Bob Kimball: It is an allocation from TEA Exchange funds. It is not a loan. The \$255,000 to ESTA is a loan and that money is to be repaid within a certain timeframe.

Bob Kimball: Nothing further. Do we have a motion to adopt Resolution 2013-03?

Doug Thompson: Motion moved.

Rick Pucci: Seconded motion.

Motion carries 6-0.

ITEM NO. 5: FTA Section 5316, 5317; Eastern Sierra Transit Authority

Jill Batchelder reported that ESTA is applying for another grant opportunity. The first grant is for a 5316 grant, called JARC (Job Access and Reverse Commute). The focus of this grant is to provide transportation to low-income individuals. The projects that ESTA are applying for are the Mammoth Express Commuter Route between Bishop and Mammoth and the Lone Pine Commuter Route between Lone Pine and Bishop. Each of those has three round trips per day Monday – Friday, connecting employees with different employment centers throughout our area.

We are also applying for a mobility management component which is going to involve FTA Drug and Alcohol Compliance and Reasonable Suspension Training for ESTA as well as inviting in other agencies such as IMAH and HHS (Health & Human Services) and any other agencies that is required to meet these requirements.

We are also seeking funds to attend a lift maintenance certification training. One of the hurdles that we have with these ADA vehicles is lift maintenance. We are seeking funds to bring in a trainer from the manufacturer into our area to provide training to our local vendors.

Commissioner: Repairing the lift requires a certified mechanic?

Jill Batchelder, ESTA: Yes, they are very complicated hydraulic systems that run those lifts.

The last component is to fund the administrative portion of the van pool program.

It is an application with lots of different components. One of the requirements of the grant is to have certification that our coordinated plan identifies these as projects that are derived from the Inyo-Mono Coordinated Transportation Plan. The plan identifies the Lone Pine Express and the Mammoth Express. It identifies van pools and coordination with other agencies to do training. You can see the excerpts and the highlighted areas that are from the coordinated plan.

The second grant application that we are seeking is the 5317, it is the New Freedom. It provides public transportation to Americans with Disabilities that exceeds the requirement of the ADA. The Social Services Transit Advisory Council has consistently raised a need for out of the area non-emergency transportation to specialized medical appointments. This would be a volunteer driver program that would reimburse the driver for escorting these people to medical appointments. It is something that we have not tried before. We are seeking a three-year project at \$25,000 a year that would cover some of the administrative costs as well as direct reimbursement to volunteer drivers that would be taking these people to medical appointments.

Bob Kimball: The Lone Pine and Mammoth Express routes, those are enhancements of current routes?

Jill Batchelder, ESTA: No, they are maintaining current routes. We are currently operating with the 5316 grant funds for these routes.

Bob Kimball: Does this service fall under the unmet needs for new routes?

Jill Batchelder, ESTA: Yes, it would fall under the unmet needs. I do believe that it was discussed in the Social Services Transit Advisory Council meeting that we had last month. I believe it will be brought forward as an unmet need. This is an avenue that we could get funds for so we thought it was appropriate to see if we can get the funding.

Bob: This is kind of like the cart before the horse. It should come before the unmet needs and meet the criteria rather than approval at this point as Section 5317 is concerned. Does that make sense Courtney?

Jill Batchelder, ESTA: The next opportunity for this grant is going to be three (3) years from now.

Courtney Smith: I think this a long standing issue in the area. The Veterans Service agency has a similar arrangement with volunteer drivers. It's been an unmet need that has arisen time and time again in the area. I do not know if it meets the exact full definition of the reasonable to me, being an extension of a route more than two miles outside of the area. However, it appears to be a creative cost efficient way to provide those services.

Doug Thompson: If it is not an unmet need, it is an additional service.

Jill Batchelder, ESTA: I do understand your point and it is well taken. This grant opportunity will not come up for another three (3) years, we felt that it was a task we could take on and we are not guaranteed to get the grant money, you do not know until you try. From my heart, I believe it is a true need in this community.

Bob Kimball: This could be a cost effective way to provide a long existing need.

Matt Kingsley: How much is the grant for? Is the transportation vehicles provided by the volunteer and do you reimburse the volunteer on a mileage basis? Tell me a little about that part.

Jill Batchelder: ESTA is seeking a three (3) year grant for a total of \$75,000 so that is \$25,000 per year. We're modeling this after a similar program in Riverside County. They have a very well established program. The person in need of the medical service would basically recruit their own driver, somebody that they feel comfortable with. That driver would utilize their own vehicle. Through this program, they are reimbursed \$0.32 cents per mile. The driver would need to be able to provide proof of insurance on their vehicle. In talking with the program manager, out of Riverside, basically what makes it successful is that they recruit their own volunteer driver rather than providing somebody that they don't know and that their not comfortable with that they're going to have to sit in the car for 400 miles round trip. .

Matt Kingsley: I really like the component of letting them recruit their own driver. I think that is important, sometimes that is an issue for people. I agree with Courtney. It seems like an innovative & interesting way of providing that service.

Laura Smith: I know you said in your heart that you feel that the need is there and I know the need is there having been through a period of time with an elderly parents and in-law parents in the past. This kind of thing happens all the time from here, specialists that we don't have in our

area. I am definitely pro staying in our area. It will allow people to recruit drivers much easier if there is that small amount of reimbursement because it can be expensive for people.

Jill Batchelder, ESTA: I've been in contact with Northern Inyo Hospital. They estimate that between the Rural Health and Northern Inyo, they refer 269 patients per month to services out of the area. I have also been talking with the Lyons Club. They have members that are going out for radiation. Within their club, they are just doing volunteer driver programs within themselves. They acknowledge that sometimes cost is an issue so we thought this could be a helpful component to those individuals.

Bob Kimball: Generally, you would be talking about the Southern California or Reno, Carson City?

Jill Batchelder, ESTA: From my research, it would mostly be Southern California, most likely Loma Linda, Ridgecrest area for radiation, therapy. I have heard USC (University of Southern California) has been mentioned quite a bit as well as Reno, Nevada.

Bob Kimball: What about housing for overnight stays?

Jill Batchelder, ESTA: We have not built in any component for that.

Bob Kimball: Most likely this would be a family member or friend, which would make trip a lot easier and more comfortable. It's a good way to spend money.

Keith Glidewell: Is there a process in place for this where ESTA verify where drivers went and if they actually provided the service?

Jill Batchelder, ESTA: We would have an eligibility process. We're still working on the full criteria and I am working with the agency in Riverside that we are trying to model it after. There would probably be an income criteria and yes verification [that the patient is receiving treatment], a mileage log, so there would an audit trail.

Bob Kimball: Is there a preapproval required?

Jill, ESTA: At this point, we are thinking that each person would apply, go through the criteria check and then be eligible for either X number of trips or X number of dollars in reimbursement. So if you had one person that might need a lot of transportation, they would not wipe out the entire amount of funding for the year. We would be able to spread it out.

Rick Pucci: What about an accident? Would ESTA be responsible?

Jill Batchelder, ESTA: We are working with CJIPA to make sure that the liability is reduced in accidents to the maximum extent possible.

Commissioner: If this was approved, I think it would important for the commission to see what your policies are. If you could bring that back to us, just for our information when it is complete.

Jill, ESTA: Yes. The action before your Commission is to certify that it is a need that was identified Coordinated Transportation Plan. I took the screen shots and highlighted the need for medical transportation.

Laura Smith: Moved to approve Section 5316 and 5317 and authorize the executive director to sign the related documents.

Matt Kingsley: Seconded.

Motion carries 6-0.

DISCUSSION ITEMS

ITEM NO. 6: FY2013-2014 OWP (Overall Work Plan)

Courtney Smith: Each year the local Transportation Commission (LTC) is required to adopt an Overall Work Program (OWP) concurrent with the fiscal year from July 1 – June 30.

The OWP is a one-year scope of work and budget for transportation planning activities and funding sources. It is a statement of proposed work and estimated costs that tie specific available transportation planning funding sources to specific transportation planning activities.

Here is a copy of the Draft 2013/2014 OWP. The Draft OWP will be sent for review to local planning partners including: Caltrans, City of Bishop, Eastern Sierra Transit Authority, the five tribal governments in Inyo County, and loaded onto the Inyo County LTC website – www.inyoltc.org.

The main source of funding that is discussed in the OWP is for Rural Planning Assistance funds. The funds are generally for planning related processes. The funds should not be used for activities that go beyond the planning process. RPA funds are state transportation planning funding included in a State Budget Line item and are allocated to planning agencies, such as LTC, based on a per population basis. In FY2013-2014, Inyo County LTC anticipates receiving \$216,000 of RPA funds paid to the LTC on a reimbursable basis. Up to 25% of RPA funds (\$54,000) can be carried over into the next fiscal year.

Planning, Programming, and Monitoring or PPM funds are available are distributed to the LTC through the State Transportation Improvement Program (STIP). The funds are for the planning and development of future projects to be included in the STIP. The funds can be used for the planning and development of future City and County projects. There is a little more flexibility that you can use it for some projects initiation documents. The Inyo County LTC receives its PPM funds as a lump-sum payment and has up to three (3) years to use these funds. This year there are funds available from the last two fiscal years so it is estimated a total of \$300,000 will be used. The LTC will have a fairly aggressive program of different types of projects.

The LTC also receives Transportation Development Act (TDA) administrative funds that are derived from a 0.25% of local sales tax receipts countywide. Next month, we will be going into our unmet transit needs process that kicks off our allocation of those funds for the next year for ESTA and other TDA eligible activities.

Here's a rundown of some of the major tasks that will be undertaken in the upcoming fiscal year.

Work Element 200.1 – Regional Transportation Improvement Program or RTIP is the Inyo LTC portion of the STIP. The RTIP is a program of projects that will be presented to the State. Once approved by the State, it becomes the STIP. We plan to have a workshop at next month's meeting on development of the 2014 STIP. A primary component will be continuing funding needs on the State system. We may have an opportunity for some limited funding for some local projects as well. The STIP is updated every two (2) years and it has a five (5) year life.

Work Element 300.1 – Administer Transit, a major task will be the completion of a Triennial Performance Audit of ESTA for the three-year period ending June 30, 2013. Staff plans to consult with the Mono County LTC to split the expense for this document as was done on ESTA's first Triennial Performance Audit that was completed for the period ending June 30, 2010.

Work Element 310.1 – Coordinate Transit Service, a major task will be an update of ESTA's Short Range Transit Plan. ESTA's initial Short Range Transit Plan was approved in 2008. It is recommended that the plan be updated every five (5) years. We propose to fund this task 50% by the Inyo County LTC and 50% by the Mono County LTC, as was done previously. We are looking to fund it using 50% PPM funds and 50% funds from the Transportation Development Act reserve. An additional task will be continued work on an update to the Coordinated Public Transit – Human Services Transportation Plan for Inyo and Mono Counties.

Work Element 400.1 – Project Development and Monitoring tasks include updating the Inyo County Collaborative Bikeways Plan, continued work on updating Inyo County Public Works and Road Department standard specifications, and the development of a Stormwater Master Plan for the City of Bishop.

Work Element 500.1 – Coordination and Regional Planning tasks include the initiation of an update to the guiding planning document for the LTC – the Regional Transportation Plan, an evaluation of proposed combined-use routes for the City and County, and the environmental review of a system of proposed combined-use routes pursuant to Assembly Bill 628.

As a wrap up, all parties are encouraged to ask questions and/or to make comments on the draft OWP. Please submit comments to the LTC staff by April 26, 2013. Staff is tentatively planning to present a Final Draft OWP to your Commission for approval at the May 15, 2013 meeting.

My goal was to give you an idea of some of the major tasks. Right now, we are scheduled to spend more than we have in the last couple years. These are all fairly major tasks. We also have more mundane everyday tasks as well.

Bob Kimball: The hard thing for new members is learning all the acronyms.

Laura Smith: Requests a list of all the transportation acronyms to give to new commissioners.

David Bloom: The new commissioners usually have a briefing with our Caltrans staff and a list of acronyms is provided.

Matt Kingsley: This is all planning money. This is your program work for planning?

Courtney Smith: That is correct.

Matt Kingsley: Hopefully all of that leads to actual implementation.

Courtney Smith: It puts the planning process in place for us to implement future projects. The flow of funds at the state can be fickle. We are trying to put ourselves in the position to deliver projects when we have the funding available.

Matt Kingsley: Some of those are updates to plans?

Courtney Smith: State law requires that certain documents such as the Regional Transportation Plan or the Collaborative Bikeways Plan be updated every five (5) years. That is the same for the Short Range Transit Plan for ESTA. Also, we have the human services coordinated transit plan which all of the FTA (Federal Transportation Administration) grants need to be derived from. So we need to update that fairly regularly. ESTA is taking the lead in updating the Coordinated Plan this fiscal year and it will carry over into next year.

INFORMATIONAL ITEMS

ITEM NO. 7: ESTA Report

None.

ITEM NO. 8: Tribal Report

Sonja Velarde, Public Works Department, Bishop Tribe: We have a few things that we are working on. We are still working on the AC line on West Line. We are working to finish the bid documents in coordination with Caltrans.

We met with law enforcement regarding road safety, street lighting, and bike paths to promote road safety for kids. We are working with Toiyabe Indian Health Clinic, they received a grant to create safer path or route to the school from the reservation. We are working with Toiyabe to see if we can collaborate our funds and their funds to make it one successful project. Our grants can provide and pay for certain things, their grants can provide and pay for certain things, and they are different.

The tribe is working on constructing a couple new roads on the reservation.

Laura Smith: New construction roads that have not existed prior? Do you know where they are?

Sonja Velarde: They are currently defined as roads F, G, and H. One of the roads, I don't know if you are familiar with where our police station is on Diaz Rd. One of the roads will be in between Tu Su and Barlow Lane, right across from the Police Station. It is going to go straight and then hook back into either Tu Su or Barlow Lane. It's going to be an inner road down the middle of the reservation for those homes that are farther back off of Tu Su or Barlow, so they have access to the main artery roads on the reservation.

The other road is going to be between Tu Su and See Vee, a little closer to Tu Su than See Vee. It is also going to hook back into probably Tu Su. With all the new development of homes, a lot more people and homes, we are trying to provide better access.

Laura Smith: Have those construction awards already gone out?

Sonja Velarde: No, not yet. We are going to be working on that here in the next month or two, getting the bid packets together. My director, Norman Harry, usually attends the LTC meetings. He is meeting with travel council this morning to go over some of the documents for the new roads project. When we get authorization from council, we can start getting bid packages released. It should be a good project in the spring when the gravel plant opens back up.

Bob Kimball: Are you going to continue to repave existing streets?

Sonja Velarde: Yes, we are. The money that we have for new roads is one pot of money. We have another set of money that comes in, a certain allotted amount every year for our roads. We've repaved Barlow Lane & See Vee, in coordination with the County. Now we only have 3 or 4 roads left that have not been maintained in a lot of years. We will work on those in the future.

Keith Glidewell: Is there a public notice that you issue so people know to avoid roads, areas when there is road work?

Sonja Velarde, Public Works Department, Bishop Tribe: We send an announcement to the radio station KIBS and put a notice in the newspaper under the public notices that there will be construction going on approximately this date range & on which roads. When we did See Vee and Barlow, all local traffic was rerouted except for residents that lived in that area, they were allowed to come in and out as necessary.

ITEM NO. 9: Caltrans Report

None.

Laura Smith: I have a question. There has been a lot of concern about the new requirements for the parades and there was the potential that the Mule Days parade may not happen. Can you explain what is going on with the parades and the new requirements for parades?

Dave Bloom, Caltrans: I don't think there has been a big change. It was indicated that there was a change, but it's not that big a deal.

Courtney Smith: Caltrans encroachment staff has sent a letter to those groups who have parades in the county. They are going to have a meeting to discuss the processes and to clear any confusion. They are also coordinating with the county. The County will bring forward a resolution accepting the detour route. They are going to be working with the organizers for each of the events.

Bob Kimball: Wasn't there some sort of new engineering requirement?

Courtney Smith: My understanding is that the requirements have been there but there may now be more scrutiny. Caltrans is actively looking to work with the local organizations.

Matt Kingsley: There was definitely frustration for the Lone Pine Christmas parade. I think there was interpretation and enforcement of some regulations that maybe had been overlooked in the past.

David Bloom, Caltrans: I do not think there has been any change on this, more just the enforcement.

Courtney Smith: I believe you can contact Kurt Weiermann, he is holding a meeting with those entities that hold special events on April 4th.

ITEM NO. 10: City of Bishop Report

David Grah, City of Bishop Public Works Department: I had an opportunity to be on some of the meetings about the parades and I think there has been some misunderstanding, some confusion. I don't think there are new requirements, but there is more scrutiny. For instance, there is a resolution that Courtney mentioned that is something that the City is going to be expected to do, we are working with Caltrans. For Mule Days parade, based on the last meeting I attended, it seems like a lot of these things are being worked out. David Grah plans on attending the Caltrans meeting on April 4, 2013.

David Grah: Regarding the draft Overall Work Program (OWP), Courtney mentioned that there is a stormwater plan for the City of Bishop. The City of Bishop has been very fortunate that over the last five or ten years to implement some significant street improvements. One of the things that happens is every street project has to deal with drainage. We have done it on a piecemeal basis with each of those projects. I don't think there has been any big problems, but we really would benefit from an overall look at how to deal with street drainage in the city. It has been identified over the last couple years that it would be a beneficial thing and I would appreciate the opportunity to work with LTC staff on a proposal to do that. I am happy to answer any questions as the plan comes together.

We are continuing work on the Wye Road intersection improvement project, the Seibu to School project that will meet with the Bishop Tribe's path projects, the Pine to Park path project, and the Warren street improvement project. Regarding Warren Street, the City will be continuing to push for some \$1.6 million of additional funds for the Warren Street project.

Bob Kimball: Regarding Wye Rd, is the environmental done? How is the land purchase coming?

David Grah, City of Bishop Public Works Department: The environmental has been long done. The right-of-way process has been long underway. We hope to soon close escrow. It is a very minor purchase. There were some paperwork issues with the property we are acquiring. These are resolved. Once we have the property, we can start utility relocation which will take about six (6) months from when we say go. Construction will follow immediately after. We are ready to build it; we just have this little plot of ground to purchase.

Bob Kimball: Will construction be in 2015?

David Grah, City of Bishop Public Works Department: Hopefully this fall (2013).

ITEM NO. 11: Executive Director's Report

None

ITEM NO. 12: Report from all members of the Inyo County LTC
The commissioners exchanged some pleasantries.

The next LTC meeting is going to be held on April 17, 2013, in the Board of Supervisors Chambers, Independence at 9:00am.

CORRESPONDENCE

None

ADJOURNMENT

Bob Kimball adjourned the meeting at 10:00 AM.

Attest:

Doug Wilson
Executive Director

By Jennifer Winstead, Account Technician III