



**INYO COUNTY
LOCAL TRANSPORTATION COMMISSION**

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Clint Quilter, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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

June 17, 2015

9:00 a.m. Doug Thompson called the meeting to order.

ITEM NO. 1 Roll Call

Commissioners Present:

Rick Pucci
Bob Kimball
Doug Thompson
Mark Tillemans
Laura Smith
Pat Gardner

Others Present:

Joan Stathem
Marilyn Mann, Inyo County HHS
Dennee Alcala, Caltrans
David Bloom, Caltrans
Jill Batchelder, ESTA
John Helm, ESTA
Beth Himelhoch, IMAH
Dave Grah, City of Bishop
Joe Pecs, Bishop City Council
Denise Hayden, Inyo County

Courtney Smith, Inyo County

Clint Quilter, Inyo County

ITEM NO. 2: Public Comment

None

ACTION ITEMS

ITEM NO. 3: Secretary of the Local Transportation Commission – Request approval of the minutes of the meeting of May 20, 2015.

Motion to approve the May 20, 2015 minutes was made by Laura Smith and seconded by Bob Kimball. Motion carried 6-0

ITEM NO. 4: Request Commission adopt and approve a.) Unmet needs findings as presented by staff and b.) Resolution No. 2015-06, a Resolution regarding unmet transit needs.

Courtney Smith reviewed the unmet transit needs process. It started with the Social Service Transit Advisory Council meeting in February. The Commission then held unmet transit needs hearings in April and May, one in the north part of the County and one in the south part of the County. There were quite a few transit needs that were raised such as evening Dial-A-Ride transportation needs in the Bishop area as well as weekend Dial-A-Ride service. Northern Inyo Hospital staff discussed their public transit needs. Many of the concerns raised were scheduling needs. There was no supporting information provided that any of the transit needs raised will meet the minimum farebox requirement. The last couple of years TDA funds (which is a quarter percent of countywide sales tax revenue) have been decreasing. So, this year's allocation to ESTA is significantly less than last year. Even if valid new unmet needs were identified, ESTA would not be able to provide those services without reducing another existing service. The staff report finds that none of the unmet transit needs meet both the definition of being an unmet transit needs and also are demonstrated to be reasonable to meet. Staff is asking the Commission to approve these findings via a Resolution which will be forward to the State and will satisfy State requirements.

Doug Thompson commented that he has been asked if Dial-A-Ride was still available for the senior lunches in Lone Pine. Jill Batchelder said that ESTA continues to provide Dial-A-Ride services in Lone Pine and that ESTA can place additional flyers in the senior center to get the word out there about ESTA's Lone Pine Dial-A-Ride. Doug asked if this information could be put out Countywide so that all of the seniors will know. Marilyn Mann from Health and Human Services said that HHS can assist in getting this information out to all seniors.

Laura Smith said that it was nice to be aware of some of the unmet transit needs that are out there and maybe we could work in collaboration with the other agencies and groups that are able to assist.

Courtney Smith noted that Caltrans and IMAH and County staff met with Northern Inyo Hospital (NIH) staff to investigate potential funding sources such as their potential eligibility to submit an FTA Section 5310 grant application. Also background information was provided on how NIH could use ESTA's non-emergency medical transportation grant program. There has been a follow up meeting to answer some technical questions. Even though there are not any findings that meet the justification of being both an unmet transit need and reasonable to meet, there have been some suggestions and recommendations that will help transit agency staff monitor the health of the transit system and to make fine-tuned adjustments to their services to better serve the public.

Motion to accept the Unmet Transit Needs findings was made by Pat Gardner and seconded by Laura Smith. Motion carried 6-0

ITEM NO. 5: Request Commission approve Resolution No. 2015-07 and 2015-08 apportioning and allocating Local Transportation Funds (LTF) for fiscal year 2015-2016.

In March, LTC staff sent a letter to ESTA and ESAAA estimating what transportation development funds will likely be available in the upcoming fiscal year. The ICLTC Organization and Procedures Manual and State law set forth how Transportation Development Act (TDA) funds are to be allocated. In 2014-2015, the TDA reserve fund balance has gone down to zero. In the past, the LTC has maintained a positive fund balance but there have been some unanticipated decreases in the TDA funds. The result is that in FY 2014-2015, it looks like the LTC over allocated TDA funds. In FY 2014-2015, the LTC may not be able to meet its allocation obligations to Eastern Sierra Transit. If this is the case, staff will bring back a Resolution to the Commission in August to revise that allocation. The initial fund estimates to transit agencies showed that the administration set aside would be \$28,212 which is the same as it has been for the last seven or eight years. This has been increased by \$19,000 to \$47,212 which includes \$11,000 for the Triennial Performance Audit of the LTC which the LTC is required to do every three years and also a Triennial Performance Audit of the Eastern Sierra Area Agency on Aging (ESAAA). ESAAA is required to complete a TDA piece to their Financial Audits for FY 2012-2013 and 2013-2014 in addition to 2014-2015. ESAAA has agreed to update their Financial Audits to make them TDA compliant.

As part of the allocations, the LTC is required to apportion TDA funds to each transit claimant from both the City and the County. The purpose of the apportionment is to fairly divide transit funds when there are multiple transit agencies and multiple jurisdictions. In the City of Bishop and the County of Inyo, both ESTA and ESAAA provide services to both the County and the City so the apportionment is a technicality.

Both of the applications from ESTA and ESAAA meet the requirements of the TDA and the LTC. Staff is requesting that the Commission approve each of the Resolutions. The first resolution apportions the fund and the second allocates the funds to each eligible entity. Staff requests that your Commission approval each Resolution by separate action

Motion to approve Resolution No. 2015-07 apportioning TDA funds made by Bob Kimball and seconded by Mark Tillemans. Motion carried 6-0

Motion to approve Resolution No. 2015-08 allocating TDA funds made by Mark Tillemans and seconded by Rick Pucci. Motion carried 6-0

ITEM NO. 6: Request Commission approve Resolution No. 2015-09, allocating an estimated amount of \$94,016 in FY 2015-2016 State Transit Assistance (STA) funds to Eastern Sierra Transit (ESTA) for operating expenditures.

The LTC is required to evaluate if the STA allocation request complies with State code. ESTA has provided the necessary information. In particular ESTA has demonstrated that they meet certain efficiency requirements. To use the STA funds for operating expenditures, the ESTA budget cost increases between fiscal years can't exceed the cost of living index for that time period. Based on the latest audit data, ESTA meets the efficiency standards. Staff recommends that the Commission approve the STA allocation via resolution.

Motion to approve Resolution No. 2015-09 made by Pat Gardner and seconded by Rick Pucci. Motion carried 6-0

ITEM NO. 7: Request Commission approve Resolution No. 2015-10 allocating \$198,740 of 2014-2015 PTMISEA funds to the Eastern Sierra Transit Authority for the Bishop Facilities Improvement Project and authorizing the Executive Director to sign related documents.

The Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) was approved by the voters as part of Proposition 1B. The funds are spread over a 10 year period. The proposed allocation request by ESTA will use the remaining PTMISEA funds available to Inyo. The funds available to each County are based on a combination of Section 8879(a)(2) based on population and Section 8879(a)(3) based on farebox. The LTC will only allocated Section 8879(a)(2) funds.

ESTA is the primary public transit provider for both Inyo and Mono counties. The State Controller will only allocate funds to one County based on a public transit provider's farebox revenue. The Section 8879(a)(3) funds are allocated by the controller to the Mono County LTC. ESTA, realizing that their farebox revenue is derived from both counties, informally divides these funds between the two counties based on the amount of farebox revenue from each County. As a part of the Bishop Facilities Improvement Project, ESTA is using \$45,925 of funds allocated to the Mono County LTC for the Bishop headquarters project.

These are starter funds for the maintenance building at the airport. ESTA will be seeking additional grant funds to complete the project.

Jill Batchelder of ESTA stated that the engineering plans have been completed for this project. ESTA put out a request for bids to pave the fenced parking area and wash bay. The bids have come in and the contract will be presented for approval to the ESTA board tomorrow. Construction should start at the end of June or beginning of July with completion by the end of August.

The PTMISEA fund allocation before the Commission today are for a light maintenance facility and can be used as matching funds to leverage additional funding to complete the project.

Motion to approve Resolution 2015-10 made by Laura Smith and seconded by Rick Pucci. Motion carried 6-0

ITEM NO. 8: Request Commission approve Resolution No. 2015-11 allocating \$130,000 of TEA Exchange funds to Inyo County for the completion of the South Bishop Resurfacing Project.

This project will reconstruct Sunland Drive and add bicycle lanes. Clint Quilter explained that the LTC has typically used these funds for projects that do not have any other source of funding. The County finds itself in this situation with the Sunland Drive resurfacing project and the Sunland Lane bicycle project. This project was originally included in the 2006 STIP augmentation so it has been around awhile. In order to combine these two projects into one there was some coordinating that had to take place. The County is now looking to make sure that it can have adequate funds to complete this project. If this is approved by your Board, this will actually reconstruct the road from S.R. 168 to U.S. 395. The combined project includes bicycle lanes and will link to bike lanes on Gerkin Road and also provide a connection to the popular Warm Springs Road loop. Staff believes this is a great project for the community. The Board of Supervisors approved the contract yesterday so this looks like a go.

Motion to approve Resolution 2015-11 made by Pat Gardner and seconded by Bob Kimball. Motion carried 6-0

DISCUSSION ITEMS

ITEM NO. 9: Request Commission receive a presentation introducing the draft 2015 Update to the Inyo County Regional Transportation Plan (RTP).

Genevieve Evans with LSC Transportation Consultants, Inc. introduced the LTC to the Draft RTP Update. The RTP is defined as a “project” for purposes of the California Environmental Quality Act (CEQA) environmental review. LTC staff worked with the County to hire LSC as a consulting firm to guide the development of the project. The LTC held public outreach meeting soliciting input on the RTP in Lone Pine and Bishop. In compliance with the CEQA Guidelines, the Lead Agency is required to prepare and initial study for the project. The ICLTC is defined as the Lead Agency under the provisions of CEQA. The primary objective in the preparation of an initial study is to disclose

significant environmental effects and to identify measures to avoid or reduce significant environmental effects.

The initial study evaluates the potential environmental impacts associated with implementation of the goals, policies and implementation measures of the RTP. This initial study has been prepared at a program level to enable broad consideration of the RTPs program level impacts and reduce repetitive analysis issues that may be relevant to multiple projects. Program level consideration of the RTP provides the County and City of Bishop an opportunity to propose countywide and/or citywide programmatic mitigation that might not be possible with individual project level analysis. Based upon the findings of this initial study, and pursuant to CEQA Guidelines Section 15070, the LTC plans to adopt a Negative Declaration. If, through the public review process, mitigation measures are found necessary, the ICLTC will prepare a Mitigated Negative Declaration that includes a mitigation monitoring program in accordance with CEQA Guidelines.

A public hearing will be held during a future LTC meeting to solicit further public input and to consider approval of the environmental document and the RTP. The Draft RTP can be viewed and downloaded from the LTC website at <http://www.inyoltc.org/rtp.html>. The comment period ends on July 21, 2015.

ITEM NO. 10: Request Commission receive a presentation providing an overview of the upcoming Inyo County Active Transportation Program Plan.

Genevieve Evans of LSC Transportation Consultants state that under the most recent federal transportation bill, Moving Ahead for Progress in the 21st Century, several grant programs were consolidated so as to streamline federal transportation funding. Discretionary federal grant programs such as Transportation Enhancements (TE), Recreational Trails, and Safe Routes to Schools no longer exist but projects eligible under these programs are now combined as part of the new Transportation Alternatives Program (TAP). Roughly two percent of the Highway Account of the Highway Trust Fund for Federal Aid Highways is reserved for TAP projects.

In California, the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed in to law on September 26, 2013. The ATP is the local version of the TAP. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding

- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

An Active Transportation Program plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.

LSC Transportation Consultants and Inyo County LTC staff are currently working on the development of an Inyo County Active Transportation Program plan which will be released for public review and comment in the next couple months.

INFORMATIONAL ITEMS

ITEM NO. 11: ESTA Report

John Helm: The additional round trip to the Mammoth Express route that is being funded under the combined Inyo and Mono County LTC allocations of Low Carbon Transit Operations Program will begin on Monday, July 6, 2015. This will provide an earlier departure time from Bishop at 6:50 a.m. and a later evening return leaving Mammoth at 7:00 p.m. The first run down in the morning that departs Mammoth at 7:35 a.m. will be moved back 15 minutes to 7:50 a.m. That first bus up from Bishop will just turn around and head back down and that will connect with the bus going to Lancaster that was also pushed back 15 minutes. This bus will still get to Lancaster in time to make the connection to Metro link. Very moderate time changes to the schedules starting July 6, 2015.

The ESTA board is meeting tomorrow and on their agenda is to review and approve the budget for FY 2015-2016. The LTF funds from Inyo County are restrained this year, quite a bit from last year. Right now, we have a balanced budget in total though the balance between Inyo and Mono LTC's is not equal. In particular, Inyo County and City of Bishop are showing somewhat of a negative bottom line. This is due from the nearly \$100,000 decline in funds from the Inyo LTC that ESTA is facing this year. ESTA staff is proposing to the ESTA board that the budget be approved showing negatives in the City of Bishop and Inyo County budget units. There are positive figures in other budget units that cause the entire budget to balance. John is confident that this is a one year turn around. The LTF funds have bounced around quite a bit this year. These funds come from ¼% of the County's sales tax. As tourism and other things in general that drive the sales tax in general fluctuate from year to year it has a direct impact on the LTF funds. The ESTA Board has functioned with a very non-parochial approach to the division of funding and to transit services that are put on the ground.

As far and the unmet transit needs that were received this year, the items received were very important as they are every year. ESTA and the LTC hear from the community that there are additional services needed at night. We are aware that there is also interest in weekend services. These are additional services that take additional funding and they must also demonstrate that they are reasonable. With the current funding, it is not possible to expand ESTA's services.

ITEM NO. 12: Tribal Report

None – Laura Smith made mention that we never have a representative from the Tribe attend any of our meetings and it would be beneficial to have someone there. She asked if we could contact them. Courtney Smith added that staff will make a contact with the tribe to see if we can arrange to have a member of their staff join the meetings.

ITEM NO. 13: Caltrans Report

Dennee Alcala - Thanked the Inyo LTC for their continued support of the MOU partnerships with Mono, Kern, and San Bernardino counties and for submitting a comment letter on the Interregional Transportation Strategic Plan (ITSP). The partnership between the MOU partners and Caltrans has leveraged Inter-regional Transportation Improvement Program funds that have been instrumental in the development of the US 395 and SR 14 corridors.

Caltrans staff is planning to meet with the Eastern California Transportation Planning Partnership to discuss ways to move forward during the 2016 State Transportation Improvement Program (STIP) funding cycle.

ITEM NO. 14: City of Bishop Report

Dave Grah: Warren Street project is done and a ribbon cutting ceremony was held last Wednesday. They would like to thank the City Counsel for their work on the project and the Warren Street focus group with is a group of volunteers that largely drove the way the project looked; the Public Works staff involved in the project in particular Deston Dishion who was out there from morning to night during construction. Triad Holms Associates, Matt Schober who was the designer on the project; V & C Construction out of Minden, Nevada who was the contractor on the project, Caltrans who help get the paperwork through and finally LTC, without their support the City would not have been able to do this project. The project is really an asset to the community, something that the city and the LTC can really be proud of and we look forward to completing the future phases of the project.

Genevieve mentioned the Advanced Transportation Program and the City has submitted the Spruce, Yaney, Hanby sidewalk project. We went through a public outreach process which was very helpful and they thank the public for their help on that. The City would like to thank Genevieve for her work on that application. After reading the application, Dave mentioned that he would fund the project if he had the funds, it was very well written. If it is funded it would be due greatly from Genevieve's hard work. The City appreciates all of the opportunities given to the City to be able to work with the County on all of these projects and their excellent staff.

ITEM NO. 15: Executive Director's Report

None.

ITEM NO. 16: Reports from all members of the Inyo County LTC

Bob Kimball: Bob commented that a few years ago there was plenty of bike funding available. He's not sure what happened to it but we need to look into that more thoroughly because it was a huge amount and we never took advantage of it because we didn't have a bike plan at the time. He has asked Courtney to look into this and to stay on top of it.

Rick Pucci: Rick added that Dave Grah was very unassuming in that one of the things that was done by the Public Works Department and the City Council is that there is a ton of underground utilities that you don't see on the Warren Street project. The public will complain that they don't like the color of the flowers that we planted but they don't realize the huge amount of infrastructure work that was done and is now covered up so that no one sees. It was an excellent job that the City did on this project.

Laura Smith: Laura echo's what Rick Pucci said. She also mentioned that you don't really see it now with all of the trees that are planted in about five years it is going to be amazing on Warren Street.

She wanted to also mention about getting around town on a bike, there are about 300 High School Rodeo contestants in town and they have found how to get around our town on their bikes, no problem.

Pat Gardner: Pat commented that all of the people that have come to town just rave about all of the work that has been done. Anything that would have been done would have gained support because the City hasn't been able to do anything for a while. The people who come to Bishop like to see improvements and to see that the City is thriving; little improvements create new businesses and generate more improvements. Thanks to the City and the huge group of volunteers that worked on the Warren Street project.

Mark Tillemans: None

Doug Thompson: Doug said that he grew up in Kansas where they put an interstate through the cities. The cities that didn't have a plan were the ones that died yet the cities that had a plan survived. So, Warren Street is beginning of plans for the next 25 to 30 years for the city. Temecula and Corona, Minden, Nevada, you look at these cities that have made changes and are doing well. You look at the truck traffic, it's going to increase. Santa Monica closed their downtown to allow only foot traffic and they are also thriving. If you don't take the first step to make these changes nothing happens. The first steps are very hard to take. These steps are critical for the future.

CORRESPONDENCE

Courtney Smith introduced the correspondence that was included as a part of the agenda packet. These are 1) a comment letter to Caltrans regarding the ITSP requesting that US 395 and SR 14 remain as "High Priority Corridors" and generally emphasizing the Inyo County LTC's support for the US 395 and SR 14 MOU partnerships; 2) a letter from the LTC supporting the Inyo County Town to Tract Bicycle Lanes ATP application; and 3) a letter from the LTC supporting City of Bishop's Spruce Yaney Hanby Sidewalk project ATP grant application. The LTC had previously ranked these two projects as high priority and hired LSC to complete the above grant applications, so it was felt by staff that these letters were appropriate. LSC had suggested these letters to emphasize the Regional Transportation Planning Agencies support for the local grant applications.

ADJOURNMENT

Doug Thompson adjourned the meeting at 10:22 a.m.

The next LTC meeting is going to be held on July 15, 2015 in Independence at the Inyo County Board of Supervisors Chambers.

Attest:

Clint Quilter
Executive Director

By Denise Hayden, Secretary