



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Clint Quilter, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Bishop City Council Chambers 377 W. Line St., Bishop, CA 93514

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Anyone wishing to speak, please obtain a card from the Transportation Commission Secretary and indicate each item number you would like to discuss. Return the completed card to the Transportation Commission Secretary before the Commissioners consider the item(s) about which you wish to speak. You will be allowed to speak about any item before the Commission takes action on it.

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. No cards need be submitted in order to speak during the "Public Comment" period.

PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

May 16, 2018

9:00 a.m. Open Meeting

ITEM NO. 1 Roll Call

ITEM NO. 2 Public Comment

ACTION ITEMS

ITEM NO. 3 Election of Vice Chair

ITEM NO. 4 Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of March 21, 2018.

ITEM NO. 5 Request Commission: 1) receive a copy of the meeting notes of the Social Services Transit Advisory Council and 2) conduct a public hearing to gather input on unmet transit needs.

ITEM NO. 6 Request Commission ratify a State Transportation Improvement Program amendment to 1) allow the City of Bishop to apply for a 12 month time extension request and 2) authorize the Executive Director to sign the extension request.

ITEM NO. 7 Request Commission approve Resolutions No. 2018-03 a resolution approving 1) the FY 2017-2018 Federal Exchange Program and State Match Program Agreement, Agreement No. X18-6134(025) with the California Department of Transportation in the amount of \$108,664, 2) apportioning and allocating Regional Surface Transportation Program funds to the County of Inyo and City of Bishop based on population, and 3) authorize the Executive Director to sign the Agreement.

ITEM NO. 8 Request Commission approve Resolution No. 2018-04, a resolution to 1) approve the Overall Work Program for the Inyo County LTC for FY 2017/2018, 2) authorize the Executive Director to sign related documents and 3) allow staff to make minor technical changes if required.

ITEM NO. 9 Request Commission 1) approve the FY 2016-2017 List of Transit Operators eligible to receive State Transit Assistance funds as a direct recipient under PUC 99314 and 2) authorize the executive director to sign the certification.

ITEM NO. 10 Request Commission 1) receive a report on a proposed Caltrans District 9 sidewalk extension project on W. Line Street 2) provide feedback, and 3) consider approval of a letter of support for this project.

DISCUSSION ITEMS

ITEM NO. 11 Request Commission conduct a workshop prioritizing potential Active Transportation Program grant applications.

INFORMATIONAL ITEMS

ITEM NO. 12 ESTA Report
-Quarterly Operating Report – January through March 2018

ITEM NO. 13 Tribal Report

ITEM NO. 14 Caltrans Report
-Average Annual Daily Traffic Count Data for US 395, US 6, SR 14, & SR 58
-Caltrans project update

ITEM NO. 15 City of Bishop Report

ITEM NO. 16 Executive Director's Report

ITEM NO. 17 Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT



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Clint Quilter
Executive Director

STAFF REPORT

MEETING: May 16, 2018
SUBJECT: Election of Vice Chair

Recommended Action

Nominate and then vote to elect an Inyo County Local Transportation Commission (ICLTC) commissioner to serve as the Vice-Chair of the ICLTC for the remainder of the 2018 calendar year.

Background

Section 4 of the Inyo County By-Laws states:

Officers of the ICLTC shall be elected during the first meeting of each year and shall consist of a Chairperson and a Vice-Chairperson.

In 2018, the Vice Chair of the ICLTC has been Pat Gardner.



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Clint Quilter, Executive Director

MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

**Inyo County Board of Supervisors Chambers
224 N. Edwards Street
Independence, CA 93526**

March 21, 2018

9:02 a.m. Doug Thompson called the meeting to order.

ITEM NO. 1 Roll Call

Commissioners Present:

Doug Thompson
Joe Peci
Dan Totheroh
Bob Kimball
Rick Pucci

Others present:

John Helm, ESTA
Dave Grah, City of Bishop
Ryan Dermody, Caltrans
Brent Green, Caltrans
Joan Stathem, ESTA rider
Ryan Standridge, Staff
Clint Quilter, Executive Director
Courtney Smith, Staff

ITEM NO. 2 Public Comment

None

ACTION ITEMS

ITEM NO. 3 Secretary of the Local Transportation Commission – Requests approval of the minutes of the meeting of January 17, 2018.

Motion to approve the minutes was made by Commissioner Rick Pucci and seconded by Commissioner Dan Tothoroh. Motion passed 4-0-1 with Commissioner Joe Peci abstaining.

ITEM NO. 4 Request Commission consider approval of Resolution No. 2018-02 authorizing the execution of the Low Carbon Transit Operations Program (LCTOP) and allocating \$26,403 of FY 2017-2018 funds toward the purchase of an electric bus.

John Helm explained that the main focus for this program is the low greenhouse gas production. The projects that are submitted through this program for funding need to show that they reduce greenhouse gas emissions. ESTA currently has funding through this program that helps subsidize the cost of an additional run from Bishop to Mammoth and it is also subsidizing a fare reduction on that same route to bring more riders to that route. Every vehicle that we take off of the road between Bishop and Mammoth helps to decrease the greenhouse gases on this segment. Once again this year we are requesting funding for these two programs. The funding increased almost \$40,000.00 from funding that we have this current fiscal year due to Senate Bill 1. ESTA is looking around to find another project that would accomplish the goal to result in a reduction in greenhouse gases. One of the things that this program really pushes is low or zero emission vehicles. ESTA doesn't currently have any zero emission vehicles but it is the way of the future. The public transit industry may see mandates in the future where all transit operators will be required to purchase only zero emission vehicles. ESTA staff is proposing to stockpile funds from multiple years of this grant source along with other transit funds to purchase a zero emission vehicle. To this end, ESTA staff is requesting the balance of the \$66,000.00 total of LCTOP funds to be set aside for a zero emission vehicle to be purchased in about 4 years.

Joe Peci asked if the State would allow those funds to be held for that long and John Helm confirmed that they can be held for that length of time.

A brief discussion was held regarding the price of the new bus. John Helm noted that this price does include a charging station for the vehicle at the ESTA facility in Bishop.

Motion to approve Resolution 2018-02 made by Commissioner Joe Peci and seconded by Commissioner Dan Tothoroh. Motion passed 5-0.

DISCUSSION ITEMS

ITEM NO. 5 Introduction by LTC staff to the Draft Overall Work Program (OWP) for Fiscal Year 2018-2019 and provide feedback.

Courtney Smith introduced The OWP is a one-year scope of work and budget for transportation planning activities and funding sources to be accomplished during the

upcoming State fiscal year. The Draft FY 2018/2019 draft document can be viewed online at <http://www.involtc.org/owp.html>, and was mailed to transportation partners in the area. Please submit any comments on the Draft OWP to him by April 27, 2018. Staff is tentatively planning to present a Final Draft OWP to your Commission for approval at the May 16, 2018 meeting.

The OWP is specifically concerned with State requirements for the expenditure of Rural Planning Assistance (RPA) funds. However, Transportation Development Act and Planning, Programming, & Monitoring funds are included. The OWP is a statement of proposed work and estimated costs that tie specific available transportation planning funding sources to specific transportation planning activities. RPA funds must be used for activities associated with the rural planning process. The funds should not be used for activities that go beyond the planning process or for activities that have been identified as ineligible such as project specific work involving transportation engineering, Transportation Development Act administration, and non-planning grant administration. See attached Appendix A from the FY 2017 Regional Planning Handbook for examples of eligible and ineligible expenditures of RPA funds. This Appendix has been updated and especially distinguishes between direct and indirect expenditures. To use Rural Planning Assistance funds for indirect costs requires the completion of an Indirect Cost Allocation Plan (ICAP). The completion of an ICAP requires additional administrative work and staff is trying to avoid that if possible.

Transportation Development Act (TDA) administrative funds - these funds are used for tasks necessary for the allocation of Transportation Development Act funds to eligible transit claimants. For the last three years the LTC has used these funds for general LTC-related indirect costs. TDA Administrative funds are also being set aside for the completion of a Triennial Performance Audit of the ICLTC and the Eastern Sierra Area Agency for Aging.

Planning Programming and Monitoring (PPM) funds are available to the ICLTC to cover costs of: 1) regional transportation planning, including the development and preparation of the regional transportation plan; 2) project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies; 3) program development, including the preparation of RTIPs and studies supporting them; and 4) monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the California Transportation Commission's guidelines. There is \$100,000 in PPM funds programmed to the ICLTC in FY 2018- 2019 as part of the State Transportation Improvement Program (STIP). The ICLTC has up to three years to use these funds. In the upcoming fiscal year, the FY 2016-2017, the FY 2017-2018, and the FY 2018-2019 PPM funds will be available for expenditure in the coming fiscal year.

Doug Thompson asked Courtney if there was a way to re-word the Bishop to Reno and Bishop to Lancaster routes, technically it starts in Mammoth and Lone Pine but it covers the entire area.

ITEM NO. 6 Receive the second quarter invoice of Rural Planning Assistance funds in Fiscal Year 2017-2018.

The Inyo County Local Transportation Commission staff has invoiced the State for reimbursement of Rural Planning Assistance (RPA) funds in the amount of \$31,922 for the 2nd quarter of FY 2017-2018 (October 1, 2017 through December 31, 2017). This reimbursement request is for work completed in accordance with the FY 2017-2018 Overall Work Program.

It is anticipated that the LTC is on pace to expend 100% of its RPA funds for this fiscal year. Given the current project load (the update to the Pavement Management Plan) staff believes that the LTC is within its current budget and expending funds at an appropriate rate. No amendments to the FY 2017-2018 OWP are required at this time.

INFORMATIONAL ITEMS

ITEM NO. 7 ESTA

John Helm reported that ESTA executive director recruitment is well underway. They are using the firm CPS HR Consultants for their search. There are now two finalists that will be coming to town next week for interviews. There will be a two panel interview process, first with the ESTA Board and then with a panel made up with representatives of the four entities that make up ESTA. ESTA is hoping to have an update at the next meeting.

ESTA has also been in the process of looking at how they are organized and how they deliver services to the Eastern Sierra. The timing of this study has been really good because of the turnover in administration in the ESTA office. Some of the input from the consultants with regards to the current positions and their functions has been very helpful. We have a new plan that we are putting into place. The plan was endorsed by the ESTA Board and ESTA hopes to be filling two other positions within the next month.

At an ESTA board meeting last month, the board approved the services and routes that ESTA will serve in the next 6 months. The services for April – September were approved last Friday. The Board approved the operation of the Bishop Creek Shuttle again this summer. Ridership was low last year but it was not an average year to judge that based on the amount of snowfall that we experienced and the late opening date for high country activities. ESTA will try to put out good marketing information so that everyone is aware of this route. They will also continue to run the Reno to Lancaster routes five days a week. All other services will remain the same.

Joe Pecsik thanked the ESTA Board for continuing the Bishop Creek shuttle service.

ITEM NO. 8 Tribal Report

None

ITEM NO. 9 Caltrans Report Quarterly Project Update

Ryan Dermody noted that District 9 is working on an Eastern Sierra freight study. Results should be in around February 2019. Preliminarily one of the biggest freight issues in the area is truck parking. It does not appear that there will be substantial increases in truck traffic for our area though stay tuned. District 9 is also working on an Intelligent Transportation System (ITS) study. The last ITS study done in our area was in 2001. This study focuses on using updated computer data to provide up to the minute information for the traveling public about changeable conditions such as wind and snow. In order to qualify to purchase updated equipment you need to have a plan in place.

There is a new “quick map” application available for your smart phone to see the live cams, CHP incidents, chain controls, and to even find out exactly where the snow plows are working.

With the Bike and Pedestrian plan in place, District 9 is now eligible to apply for Active Transportation Program grants. District 9 is looking to submit an application to expand the sidewalks on West Line Street from Barlow Lane to Manor Market. District 9 will ask for letters of support from the LTC and County for this project.

Jill Batchelter is now with Caltrans and has been assigned Inyo County. So, you will be seeing her from time to time at the meetings.

Caltrans report for Inyo County. Note that all of the light maintenance projects are not listed on this report. The McNally shoulder widening project on Highway 6 which is in Inyo County but runs into Mono County will go into construction this spring. Anyone going out Highway 6 should be aware that there will be a significant project to widen the shoulders.

The contractor for the North See Vee Lane at North Sierra Highway signal project was here a few weeks ago to complete some culvert work while the water levels were low. All of that work has been completed and the contractor will come back in a couple of months to install the signals.

On the other end of See Vee at West Line Street, that signal will go to construction this fall.

The Olancha-Cartago four lane project is getting very busy. Last week the Inyo County Supervisors approved the access highway agreement. Caltrans is now moving forward with the right-of-way phase, which includes the purchase of the right-of-way for the new alignment.

Caltrans staff is also working on an Incidental Take permit with Department of Fish and Wildlife. The Olancha-Cartago project is in Desert Tortoise and Mojave Ground Squirrel habitat so we need implement mitigation measures. In July, the archeology pre-mitigation work will begin.

Joe Peci asked if construction for the Olancha/Cartago 4 lane is still on target for the start of 2020. Ryan confirmed this date.

Brent Green said that SB1 is currently on everyone's mind. Caltrans is promoting this and you will see the signs on the projects that have been funded by this. There is just as much money in local streets and roads as there are in State funded roads. Clint Quilter noted that the County's first year SB 1 projects backfill basic work that hasn't been getting done. This includes a crack sealing project and painting maintenance project.

Caltrans statewide has talked about succession planning because of the "baby-boomer" bubble where many of the current Caltrans employees were hired. Estimates show that of the 18,000 Caltrans workers statewide, as many as 12,000 of them will be eligible for retirement in the next 5 years. Caltrans will see a mass change in management and staffing.

Mono County and Inyo County have worked very well together to make sure that the Olancho/Cartago project moved forward. Kern County being on the west side, they are a little less excited about the MOU projects. Brent and Ryan attended one of the Kern Council of Government meetings to let them know that we are still interested in their area. They were encouraged to see Kern COG's support for the MOU projects.

Rick Pucci thanked Brent Green for making the trip to Kern County to keep them informed in our shared projects. Doug mentioned the new freeway in Los Angeles County being constructed between Palmdale and Apple Valley. This will give travelers a new way to get to SR 14. Dan Totheroh mentioned that there is new striping on US 395 that keeps you from passing in areas that you used to be able to pass. Joe Peci added how nice it is to work with Brent Green and District 9 staff. Dan Totheroh concurred.

ITEM NO. 10 City of Bishop Report

Dave Grah thanked Caltrans for the outreach they have done with the City and with local businesses in advance of the Bishop ADA project. Dan Totheroh asked if there was any update on the Sebu to School Path. Dave said they are having continued discussion with LADWP for a second appraisal. Rick Pucci asked if it would be helpful to have LTC write a letter to LADWP to let them know how important this project is. Rick feels that it is necessary to make sure the project gets completed before the funds for this project go away. Dave said that the project has been in the process since 2008. Dave noted that there is an important deadline approaching regarding the funding and that the City may apply for a time extension to the California Transportation Commission. Dave noted that the appraisal requested is just a few days away of being completed. Rick reiterated that we do need to push this project through, it is very important to children in West Bishop.

ITEM NO. 11 Executive Director's Report

2018 STIP status report

Truck traffic issues on Old Spanish Trail Highway

Courtney Smith reported that the California Transportation Commission (CTC) staff released their staff recommendations for the 2018 State Transportation Improvement Program (STIP) at the end of February. All of the projects programmed in the Inyo County LTC Regional

Transportation Improvement Program (RTIP) are programmed. However the construction match funding for South Lake Road Construction match is being pushed back from FY 2019-2020 to FY 2021-2022; the environmental component of the Lone Pine Streets rehabilitation project is being pushed back from FY 2018-2019 to FY 2020-2021; and the environmental component of the East Line Street Bridge replacement project is also being pushed back from FY 2018-2019 to FY 2020-2021.

Truck traffic issues on Old Spanish Trail Highway

Your Commission is being asked to: 1. Receive a report from staff on impacts to Old Spanish Trail Highway created by increased truck traffic.

In the past year and a half, Road Department staff has observed an increase in the number of commercial trucks using Old Spanish Trail Highway. The Road Department maintains a 30.1 mile stretch of Old Spanish Trail Highway between SR 127 near Tecopa and the Nevada state line. Old Spanish Trail Highway is a substandard roadway with only one or two inches of asphalt. Road Department staff has increasingly had difficulty keeping up with maintenance needs.

Road Department staff has been in contact with California Highway Patrol regarding ways to enforce vehicle length or weight requirements. To facilitate enforcement of oversize vehicle requirements, Road Department staff is considering the placement of signs stating truck weight and/or length requirements. This will require coordination with Clark County for the portion of Old Spanish Trail Highway or Tecopa Road that is in Nevada, coordination with the Nevada Department of Transportation for signs at the Tecopa Road turnoff off of SR 160, and also with Caltrans for signage on SR 127. Staff is researching the issue and trying to determine what has created the increase in commercial truck traffic.

The year old I-15 Joint Point of Entry includes a weight station for southbound vehicle traffic entering California. It appears that Old Spanish Trail Highway may be seen as an alternative route for oversize vehicles to avoid the new weigh-station, although we are not yet sure that this is the case.

Ryan Dermody said that Caltrans District 9 might be able to help determine where the trucks are coming from and going to. He told Courtney to contact him if he wanted Caltrans to help.

ITEM NO. 12 Reports from all members of the Inyo County LTC

Joe Peci asked what the status of trash containers are for those parking on US 6. The Lions Club got permission to clean up that area. Ryan stated that this could be a case of “be careful what you ask for”. Caltrans did put dumpsters out there a few years ago and they filled up quickly because additional people also used them. It is a difficult situation. Ryan stated that there needs to be a truck stop put in out there but land is an issue. Rick Pucci asked if it is legal for the trucks to park there. Rick said that perhaps some signs in that area stating that there is a \$500.00 fine for littering. He didn’t know if that was possible or not. Ryan Dermody will take it back to the office and see what they can do. There are some

people that live out there. The law reads that if they move a few feet every couple of days then they are within the law. Joe talked to the old K-Mart lot owners and asked why the blocked off the parking lot and the owner indicated that the trucks were knocking down the light standards in the parking lot.

CORRESPONDENCE:

None

ADJOURNMENT

Meeting was adjourned at: 9:50 a.m.

Attest:

Clint Quilter
Executive Director

By: Ryan Standridge, Staff



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Clint Quilter
Executive Director

STAFF REPORT

MEETING: April 18, 2018
PREPARED BY: Courtney Smith, Transportation Planner
SUBJECT: Unmet Transit Needs Hearing

Recommended Action

Staff recommends that your Commission 1) receive the annual Social Services Transit Advisory Council (SSTAC) meeting notes and 2) conduct a public hearing to gather input on unmet transit needs.

Background

As a guide for receiving comments, refer to the definition of an “unmet transit need” and “reasonable to meet” set forth in the LTC Organization and Procedures Manual.

Unmet Transit Need

An unmet transit need exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. Documentation regarding the unmet need and the person’s residential address must be provided in a letter addressed to the Executive Director of the ICLTC or by testimony at a public hearing held for the purpose of determining unmet transit needs. An unmet transit need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded.

Reasonable to Meet

A documented unmet transit need is reasonable to meet if:

- A service can be provided which meets a minimum farebox of 10% of operating costs; and,
- a. It is transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments; or
 - b. It is transit service for essential inter-county purposes which purposes are defined as medical or dental services or social service appointments not available in this county or

the out-of-county destination is the closest location where the services are available to the origin of the trip; and,

the origin and/or destination of the trip are within two miles of the established area of operation or cohesive community.

In addition to the above definitions, it is reasonable for a person boarding a transit vehicle to expect that vehicle to travel the most direct route, practicable with normal operating procedures, to its destination.

2018 Social Services Transit Advisory Council (SSTAC)

The SSTAC's input shall be incorporated with and made an integral part of the ICLTC's annual "Unmet Transit Needs" hearing and findings process. The purpose of this hearing is to obtain citizen input regarding unmet transit needs and to receive information from the SSTAC meeting held on February 23, 2018 at the Caltrans District 9 office in Bishop. The meeting notes from that meeting are attached for your information. There was a round table discussion and participants were encouraged to speak. ESTA staff was present and was able to answer questions clarifying what services they provide. LTC staff would like to thank those who attended the SSTAC meeting. There was a discussion of a variety of Eastern Sierra transit issues. Issues raised include: extending the Bishop Dial A Ride hours later into the evening, extending service for inter-regional routes to the weekends, and a discussion of specialty medical transportation needs.

Background Information on Transportation Development Act related sales tax revenues

One of the primary duties of the Inyo County LTC is the administration of TDA funds. The primary source of TDA funds is the Local Transportation Fund (LTF). The LTF is derived from a 1/4% of the total sales tax revenue generated in Inyo County, including the City of Bishop. Though the primary use of LTF funds is for public transit and is allocated to ESTA for public transit, these funds are also allocated to the LTC for the administration of the TDA, 5% are eligible to be allocated for community transit services (Eastern Sierra Area Agency for Aging provides specialized transit services), and 2% are eligible to be allocated to pedestrian and bicycle facilities. If there are remaining funds, those funds can be allocated for work by the County and City on local streets and roads.

Overview

The LTC has not allocated Transportation Development Act funds for local streets and roads for at least 15 years. ESTA has been able to revise their services to serve unmet transit needs identified in the last several years. Here is a partial list of how ESTA has been able to adjust their services:

- ❑ Having the Mammoth Express bus stop in Rovana or Round Valley on a call-stop basis
- ❑ Continue US 395 bus south to Lancaster (ESTA leveraged funding for this from Kern Regional Transit)
- ❑ Longer layover in Ridgecrest so passengers from Lone Pine can have more time for medical appointments and/or shopping
- ❑ Lone Pine residents can now travel from Lone Pine to Reno in a day – this was accomplished by moving the northbound US 395 bus departure back and moving the Lone Pine to Bishop bus forward
- ❑ Extending the Wilkerson deviated fixed route bus to Keough's Hot Springs on a call-stop basis
- ❑ ESTA acquired a grant for people to access out of the area non-emergency medical services using a van.

If funding allows, ESTA may be required to provide any new services that meet the definition of being an “unmet transit need” and “reasonable to meet.” It should be noted that TDA funds in Inyo County are only slowly increasing. It will be a challenge for ESTA to maintain their current services. At the same time, it is important to know the transit needs in the area and ESTA has been successful at obtaining some transit grants to provide additional services or help fund existing services and to extend their existing services.

The findings from the SSTAC meeting and the two LTC unmet transit needs hearings will be used to identify unmet transit needs. The results of these hearings, which will be brought before your Commission at the June 2018 meeting, are an essential part in determining the allocation of TDA revenues in FY 2018-2019.

attachments: Meeting Notes from February 23, 2018 SSTAC



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LOCAL TRANSPORTATION COMMISSION**

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Clint Quilter, Executive Director

Meeting Notes

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Social Services Transit Advisory Council (SSTAC)

**Caltrans Headquarters
Mt. Whitney Conference Room
500 S. Main Street
Bishop, CA 93514**

February 23, 2018

Meeting called to order at: 10:03 AM

IN ATTENDANCE:

Courtney Smith, Inyo County LTC Staff
Rick Franz, Caltrans District 9
John Helm, ESTA
Beth Himelhoch, Inyo-Mono Agency for the Handicapped
Clint Quilter, Inyo County LTC Executive Director
Joan Stathem, ESTA Rider
Dan David, Northern Inyo Hospital
David Weaver, Assistant Transportation Planner, Bishop Paiute Tribe
Marilyn Mann, Inyo County HHS
Keri Oney, Inyo County HHS
Denise Hayden, Inyo County LTC Staff

Courtney Smith started the meeting by introducing himself and explaining that the Social Service Transit Advisory Council (SSTAC) is the kickoff to the annual allocation of Transportation Development Act funds. If you look at the history, this group is looking specifically for unmet transit needs that are reasonable to meet. This started back in the day when all of the transportation funds were not being allocated to transit and some of the funds were still being allocated to the Road Department. This is no longer the case; the LTC has been allocating all of the Transportation Development Act funds for transit for the last 15 years or more. This meeting is required to be held to look for unmet transit needs

but what it has really become is a discussion and a chance to look at the transit system as a whole and to have the transit providers discuss the changing needs of the area. All parties are encouraged to identify transit needs.

Dan David – Northern Inyo Hospital (NIH): started with this group in 2015 and he presented the unmet transit needs for the hospital. He has been at the hospital for 20 years; he grew up in the valley and has always recognized the need for medical transportation at the hospital. When the needs were presented in 2015 the hospital was pushing patients across the street to the nursing home in gurneys in the cold. They recognized that there has been a huge need for this type of service and he is happy to say that the hospital now has two vans that have been donated. They have a volunteer service and Rosie Graves has lead this group with the transportation services for the hospital. Since July of 2016 at the start until December 2017, NIH has driven 21,426 miles for patients. They have served 831 patients and a total of 914 hours on the road. NIH limits transportation strictly for patients with medical needs within a 100 mile radius. The drivers cannot go into Nevada so they cannot take patients back into Tonopah. There are a large amount of patents from Tonopah, Dyer, and Fish Lake Valley that NIH can't drop off at their home or into their houses. This is still a problem and NIH doesn't know how to get around this requirement. Dan said that he is not familiar with the rules and regulations involved in crossing state lines. It is a hindrance with the Nevada patients. It was noted by the group that this is also a problem with the ambulances. They will meet an ambulance from the other side at the state line to transport a patient.

Just for the month of January NIH drove 2,212 miles. That is the highest month so far and was for the transportation of 77 patients. It is getting to the point that NIH is considering hiring a transportation coordinator because volunteers aren't always available. Volunteer drivers choose the hours that they want to work and that doesn't necessarily coincide with the needs of the patients. Dan was asked what the most common type of transportation was being requested. Dan explained that NIH did not have Urology services for a while so they were transporting patients to Mammoth. The majority of the transporting is done in town. NIH also goes to Benton a lot because their patients do not have rides to Bishop or rides back. When they go to Mammoth it is more difficult because the driver has to wait for the patient to finish their doctor visit to be done so that takes a driver out for about two hours or longer while they do that. NIH is partnering with Glendale Memorial Hospital now to do a lot of Telemedicine. NIH is also bringing in a new Cardiologist and Urologist. NIH is talking about expanding transportation services to link to Glendale. If NIH needs to send someone out to Glendale Memorial then NIH will not have a way to return the patient to Bishop. The vans are wheelchair accessible and the staff wear body cameras in case there are any issues or problems. Rosie has created a great program with tracking and logging. NIH would love to see it expanded even more in the future. One problem that they are having is when a patient is picked up from their appointment they will ask the driver if they can swing by the store for the patient to be able to pick up some groceries or to the drug store for their medication. NIH is trying to keep these trips to only medical related and at the same time trying to work with ESTA to bridge the service for these extra types of trips for the patients.

Pioneer Home Health was here last year and it was discussed about partnering with the hospital at that time. The hospital has not done a lot with Pioneer but the hospital has just partnered with Pioneer so there is a possibility that this service will expand into home health as well.

John Helm asked if the hospital was able to accept any kind of Medicaid funding. Dan said there is transportation serviced for Medicaid customers. On the back of their card is a number for them to call and they provide that service. The hospital has not joined in with that service to be able to get that reimbursement. The hospital's service is all volunteer for patients that have been discharged and need to go home. Perhaps the patients came in by ambulance to the ER and are now discharged at 2:00 a.m. and they have no way to get home. The hospital vans run 24 hours a day. If there are volunteers on duty they can get a ride. If there are no volunteers they might have to wait a while until a volunteer arrives to take them home. That is the difficult part is finding the volunteers. It is really a nice service and hopefully we can continue to expand it.

There is new leadership at the nursing home and the hospital has not expanded their service to the nursing home. When they first obtained the van the idea was to share the van for the various services in town. The nursing home has not used it so far. Toyiabe had a couple of vans of their own so they haven't needed the hospital vans nor has the Pine Street nursing home. These are still potential ideas for other agencies that could possibly use this service.

Beth Himelhoch – IMAH There is still a need for IMAH's adult clients that live in Lone Pine to come to Bishop for social events in the evening and on the weekends. This would be particularly important on the weekends but Beth understands that there is just not enough funding for that. IMAH has been able to provide this service on the weekend but it is not reimbursable. They also have clients that live in Big Pine but they have employees that live in Big Pine and quite often they will bring the client to Bishop. Beth went on to explain that their clientele do not drive so once they get home during the week they are stuck there for the entire weekend. Dan David asked if it would work if there were volunteer drivers that they could work with the hospital vans. The drivers would have to go through the training, etc. The hospital vans were given for medical reasons and are also non-reimbursable but it might be able to work something out. Dan said the hospital would be open to something like that to help out. They are donated vans from people that wanted to help with transportation services. He would have to check with his boss and work out the details. Manzanar National Historic Site staff has contacted Beth and said that they do need some help with transportation for seniors and disabled for the pilgrimage. Manzanar and Beth have an established relationship because they hired one of IMAH's adults and he is now working on his second year and it has been a great partnership. Bernadette at Manzanar came to Beth and said that they need help with the pilgrimage on site. IMAH said that they will be able to donate two of their buses for seniors and those that are disabled only. This is still in the planning stages but IMAH will donate the use of their two buses and the drivers to do the loop at the pilgrimage. John Helm asked if the passengers could travel on public transportation on the weekends. Beth felt

as though they could. Some of their clients with disabilities would not be able to but those in Lone Pine would definitely be able to use public transportation. John asked if this would be the case for Mammoth as well. Beth noted that there were also clients there who are able to ride on public transportation.

Dan David asked if this would be something that we could bring Mono County into and Courtney explained that IMAH covers both Inyo and Mono Counties. Rick Franz joined in and stated that Mono County also has this same hearing and it should be coming up soon. He recommended that Dan David contact Michael Draper of the Mono County LTC. This might be an area that the hospital can assist with.

Marilyn Mann and Keri Oney – Inyo County HHS Marilyn noted that weekend access to transit remains an unmet need. It is such small numbers that it probably doesn't qualify as an unmet need. The Eastern Sierra Area Agency on Aging (ESAAA) still maintains their transportation service to Nevada to specialty doctors in Carson City and Reno. Keri added that it does make for a long day. ESAAA still transports quite a few people. Rick Franz asked if they are using their own vehicles and Keri stated that they are using County vehicles and ESAAA staff to drive the clients. They also provide bus passes if the client is able to use the bus. ESAAA will do an assessment of the individual to make sure that they are capable of using the bus and if they are the client is encouraged to do so. ESAAA staff provides service to those clients that are not able to use the bus system. Rick Franz added that the reason they can go into Nevada is because they are using County owned vehicles. Marilyn added that they also go to Loma Linda and Lancaster to the south. When this program first started clients wanted to go shopping or stop here and stop there. ESAAA had to put a limit on this type of service.

Dan David joined in and said that the hospital does purchase bus passes from ESTA to give to the patients additional flexibility. Keri said that they will call the clients family to let them know that there is a need for the person to go shopping or go elsewhere to see if the family could help. Marilyn Mann commented that the accommodation that ESTA has made has been phenomenal, HHS truly appreciates their work. Keri noted that HHS can give the driver the bus pass and the bus will then go and pickup up the client. It saves the client from having to come and get the pass to use. ESTA drivers are very nice to work with. Beth Himelhoch noted that ESTA has requested that everyone continue to send their needs to ESTA. ESTA has always found the funds to be able to help everyone. John Helm noted how important it is that all of the needs are noted in an open forum like this. The funds might not be available right now but if the need is known and then funds do become available it may be possible to meet those needs at a later date. Marilyn commented that if it would be possible for a later pick up and drop off during the day it would be helpful.

Dave Weaver, Assistant Transportation Planner for the Bishop Paiute Tribe: The Tribe is currently working on a Caltrans Sustainable Communities Grant. They have held a few community meetings and sent out surveys to try to determine what the needs are on the reservation. The Tribal Elders use ESTA Dial-A-Ride services quite a bit. It was

unfortunate last month that there was a break in at the Public Works Department and they discovered about \$6,000 worth of bus passes had been stolen. They will be contacting ESTA to repurchase more bus passes to replace the stolen passes. John Helm encouraged Dave to contact ESTA regarding the passes that were taken. ESTA keeps a record of the pass numbers so the stolen passes can be turned off so that they will not be valid.

Dave is currently working with the tribal members to understand their transportation needs. The Bishop Tribe has a bus and a couple of vans. Their issue is finding enough volunteers to drive the vehicles. There are a couple of certified drivers though they are hoping to get more. Dan David asked if the Bishop tribe works with the Big Pine tribe. Dave explained that he basically works with the Bishop tribe and that he uses all kinds of social media to get the people to come to the meetings. It's not always easy to get people to come out to a meeting. The Bishop Tribe is hoping to get their buses back into action to provide services to tribal members and elders. Dave explained that he is signed on to hold this position until February 2019. He is planning on attending the LTC meetings and being an active part of the community to help the tribe.

Rick Franz, Caltrans: Rick works for Caltrans and focuses on transit-related issues. With SB1, the new transit bill, there may be some transit monies coming from this bill. Certain programs will receive additional funding. Beth Himelhoch explained that IMAH gets all of their buses through the Section 5310 application process. She also offered to assist anyone with the Section 5310 application process because she is very familiar with it. IMAH can only use their buses for the elderly and the disabled.

John Helm, Executive Director ESTA: ESTA staff tries to stay on top of the transit needs in our area but we don't always hear everything. This meeting provides valuable information for ESTA. ESTA has received funding from Low Carbon Transit Operations Program, which is aimed to create greenhouse gas reductions. Eligible project proposals need to show a reduction in greenhouse gas emissions. ESTA has used the funds to partially fund a mid-day run from Lone Pine to Bishop. The ridership on this route has been extremely low and the route has not met the threshold required for this funding.

The Reno to Lancaster route has been running five days a week since last summer. This is a year round service. These run from Mammoth Lakes to Lancaster and from Lone Pine to Reno and back in the same day. It is looking positive that ESTA will be able to continue this service five day a week. The passenger per trip for Reno is running very strong. Lancaster is not as strong but doing well. There has been mention or a desire to have a Saturday service for these routes. This was a service that was offered years ago and the ridership was very low at that time. When there came a need to cut corners this was one of the routes that got cut. As a function of the general housing in the Eastern Sierra, especially in Mammoth Lakes, there is increased discussion about the need. Mammoth Mountain Ski area has leased some property in the Bishop area to be housing for their employees. They are operating an additional bus for their employees to transport them from Bishop to Mammoth. There has been talk about the increased need for

transportation from Bishop. It's not just a winter time thing any more in Mammoth. Summer has become very busy there. There are not enough places for employees to be housed there so there will always be a need for transportation to Mammoth. There is a possibility of partnering with Mammoth Mountain Ski area to help fund a service like this. We might be able to make this a reality. There is increasing discussion about this so it may be a possibility.

The non-emergency medical program that is offered. John explained ESTA's Non-Emergency Medical Transportation program to the group. Eligible patients are required to find a volunteer driver. The driver will be reimbursed for up to 300 miles one way or 600 miles round trip. ESTA recently secured two more years of this funding. Dan David mentioned that the hospital encourages their patients to use this service; it is a cost savings to everyone.

John mentioned that ESTA is facing a large change in personnel. John is retiring this May. Unfortunately on the heels of that two of the staff members are also leaving. They are losing their transit analyst and a member of their fiscal staff that has really helped with their computer system. ESTA has a game plan in place for the transition. ESTA is going to be reorganizing their operation. ESTA is currently recruiting to fill the vacant positions. Beth Himelhoch wanted to go on record as saying how nice it has been to work with Jill Batchelder for all of these years.

Rick Franz asked about the Bishop Creek Route. John stated that it did not meet the expectations though that was probably due largely to the heavy snow year and late opening date for fishing and area trails. John is recommending to the ESTA board that the Bishop Creek Shuttle run again this summer to give it a fair chance.

Beth asked about the morning Lone Pine run. Did outreach go out to the chamber? John said that it did and the numbers still remained low.

Joan Stathem, ESTA rider: Joan stated that she appreciates the extended night time service on Friday and Saturday. It would be nice if the week night buses could run later. If she wants to attend a week night meeting she can get to the meeting but can't get home. She doesn't mind waiting for a while. She also mentioned that it would be helpful if the bus could start earlier on Saturdays, it would be helpful. One of the meetings that she attends starts at 8:30 a.m. and the bus doesn't start until 8:30.

John Helm asked Marilyn Mann about the needs for their clients. It was mentioned that the AAA meetings are difficult for many to get to because the bus does not run that late. John asked Marilyn how late the bus would need to run to accommodate these people. Marilyn was going to check with her employment eligibility personnel to verify the time and will get back to John. John asked Joan what time would work best in the evening if they were to implement later bus routes and Joan said between 9:00 – 10:00 would be late enough. John said that ESTA will look at the feasibility of extending their week night service hours.

Beth Himelhoch asked about the Cerro Coso run. John said that they met with the college staff and determined that it was just not working. Quite often the bus would go up to the college and then there was no one there.

Marilyn also thanked John for ESTA's responsiveness in helping with the evacuation during the recent wildfire. Dan David said that the hospital was ready too. Marilyn thanked Dan for the oxygen concentrators that the hospital donated.

Dan also added that they are going to start telemedicine at the hospital and they will be providing transportation services to patients for this service. Clients will sit in front of a screen and see a doctor on the other end. This will include Cardiology and Endocrinology specialists. They might also put a surgeon down at the Lone Pine hospital.

Courtney stated thanked everyone for the turnout. We will type up notes from today and send them out for everyone, as well as pass out the notes at the April and May Inyo County LTC unmet transit needs hearings. If you should think of anything else that you would like to add, please e-mail Courtney at csmith@inyocounty.us.

Meeting adjourned: 10:52 AM