

95-361

MARIPOSA COUNTY
BOARD OF SUPERVISORS

AGENDA
ACTION FORM

DATE: 8-8-95
AGENDA ITEM NO.: 7

DEPARTMENT: Administration

BY: Mike Coffield

PHONE: 966-3222

RECOMMENDED ACTION AND JUSTIFICATION: (Policy Item: Yes___ No_X_)

Resolution authorizing HCD staff to bill their time to Transit funds in the maximum amount of \$2,500 through September 1995.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

See attached staff report.

LIST ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

COSTS: () Not Applicable

A. Budgeted current FY \$ 0

B. Total anticipated costs \$ 2,500

C. Required additional funding \$ 2,500

D. Internal transfers \$ 2,500

SOURCE: () 4/5ths Vote Required

A. Unanticipated revenues \$

B. Reserve for contingencies \$

C. Source description: Transit Funding

Balance in Reserve for Contingencies, if approved: \$

SPECIAL INSTRUCTIONS:
List the attachments and number the pages consecutively:

CLERK'S USE ONLY:

Res. No.: 95-361

Vote - Ayes: _____

 Absent: _____

 Approved: _____

() Minute Order Attached () No Action Necessary

Ord. No. _____

Noes: _____

Abstained: _____

() Denied _____

The foregoing instrument is a correct copy of the original on file in this office.

Date: _____

ATTEST: MARGIE WILLIAMS, Clerk of the Board
County of Mariposa, State of California

By: _____
Deputy

ADMINISTRATIVE OFFICER'S RECOMMENDATION:
This item on agenda as:

Recommended

Not Recommended

For Policy Determination

Submitted with Comment

Returned for Further Action

Comment: _____

A.O. Initials: *Me*

Mariposa County Board of Supervisors

District 1.....PATTI A. REILLY
District 2.....DOUG BALMAIN
District 3.....ROBERT C. STEWART
District 4.....GARRY R. PARKER
District 5.....GERTRUDE R. TABER



MIKE COFFIELD
County Administrative Officer

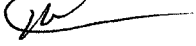
MARGIE WILLIAMS
Clerk of the Board

P.O. Box 784
MARIPOSA, CALIFORNIA 95338
(209) 966-3222
1-800-736-1252

FAX (209) 966-5147

August 8, 1995

To: Board of Supervisors

From: Mike Coffield 
County Administrative Officer

Subj: **TRANSIT OPERATIONS OVERSIGHT**

This letter requests the Board's authorization to allow Housing and Community Development staff to work on transit oversight and to bill their costs to Transit funds until after adoption of the Final 1995-96 budget.

In 1994-95, the Board transferred from Public Works to Community Services the oversight responsibilities for the VIA contract, and it merged longer range transportation planning activities with the Air Pollution activities from the Health Department in a position in the Planning Department. The recruitment for that position has been prolonged due to a small number of qualified applicants, and oversight of the VIA contract has proved more time consuming than the Director of Community Services can absorb. Gwen Foster has begun to assume more of the Junior Engineer functions appropriate to her new position, although the Public Works Director has authorized up to 10% of her time to assist with transit oversight in the interim.

We have many pressing transportation issues which are not receiving the emphasis they need. The "Yosemite Connection" may be critical to our mass transit efforts, as well as to the Merced railroad stop and perhaps even to the viability of the San Joaquin Valley high speed rail route, but no one is working with CALTRANS to get that funding restored, nor assuring that VIA is meeting its contractual obligations to the County. YARTIS implementation needs staff support. The 140 Express may be critical to our lodging businesses as day use limitations become endemic at the Park, but we need staff to pursue the agreements with affected parties. Park Service and Yosemite Concession Services support for the 140 Express transportation for their employees and visitors could be a much more satisfactory solution to vehicle over-crowding than a parking structure in the west end of the Park. The key to promoting that solution is to assure that the bus service has a maximum amount of success now. It is obvious that the level of service has not been up to its potential of late.



Staff has been meeting to develop options regarding the above. Housing and Community Development has been involved in transit issues in the past due to supervision over the Advertising Fund, and most recently to arrange the special Memorial Day weekend service. Also, they are looking for alternate funding sources as alternatives to HCD funding are deliberated as part of the Federal budget.

A proposal for a permanent solution will be forwarded during Budget Deliberations along the lines of the costs on the attached letter from the Director of Housing and Community Development, but in the meantime, it is my

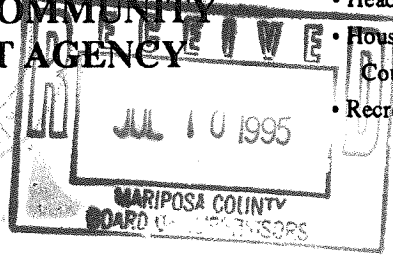
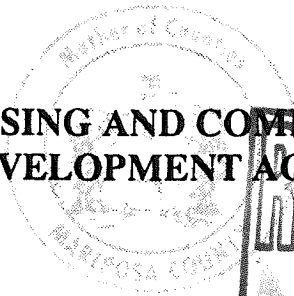
RECOMMENDATION: that the Board:

Authorize Jim Evans and Steve Hays of HCD to charge time worked on these issues to Transit funds with a maximum authorization through September 1995 of \$2,500.



James F. Evans Director

HOUSING AND COMMUNITY DEVELOPMENT AGENCY



- Calaveras/Mariposa County Community Action Agency
- Head Start
- Housing Authority of the County of Mariposa
- Recreation Programs

July 10, 1995

TO: Doug Balmain, District II Supervisor
Patti A. Reilly, District I Supervisor
Mike Coffield, CAO ✓

FROM: James F. Evans, Director *Jw*

SUBJECT: TRANSIT PLANNING & MONITORING

Mike Coffield discussed the possibility of the Housing and Community Development Agency (specifically Steve Hayes and me) assuming responsibility of specified transit and transportation planning and advocacy issues. The responsibilities include, but are not limited to:

- (1) Monitor the existing contract with VIA Adventures regarding the Highway 140 Express. Implement inactive contract provisions.
- (2) Provide transit alternatives which compliment the promotional efforts of the Visitor Bureau Director to ensure that the transit system is integrated into Mariposa County promotional efforts.
- (3) Provide information and alternatives to the Board of Supervisors regarding Mariposa County transit efforts relative to the Yosemite National Park Transportation Planning Process.
- (4) Provide information and alternatives to the Board of Supervisors regarding the Highway 140 Express and other pertinent transportation issues such as the Amtrak connection, Gray Line, etc.
- (5) Integrate transit efforts into community development activities such as business promotion events.
- (6) Develop proposals to utilize the Highway 140 Express as a viable transportation alternative to National Park Service policies such as the restricted access and day use reservation system.
- (7) Make application to private and public organizations for funding for Mariposa County transit activities and unique transit-related projects.

The attached memo from Steve Hayes also provides a preliminary analysis of the relevant issues.

I attended the Yosemite Transportation Project Workshop sponsored by the Wilderness Society. At this Workshop, environmental groups were enamored with the idea that a parking structure in Yosemite Valley could solve Yosemite's transportation problems. Gwen Foster, Jerry Kaplan (County transportation consultant), and I worked extremely hard to debunk the parking structure idea in favor of a regional solution to Yosemite's transportation problems (which may or may not include parking improvements in Yosemite Valley). The resultant strategy of the Wilderness Society, Yosemite Restoration Trust, and other interested groups to involve gateway communities in solutions to Yosemite transportation problems can be directly attributed to Mariposa County efforts at the Transportation Project Workshop as well as establishment of the Highway 140 Express in 1992. In addition, a solid experience base is available due to the recent interim promotional efforts and years of Advertising Fund administration provided by Steve Hayes and me, respectively. In short, HCDA is an appropriate "home" for this specialized transit activity.

With a Congressional representative that is very familiar with the issues and a Yosemite National Park Superintendent that is responsive to the concerns of "gateway" communities, I believe Mariposa County has a unique opportunity to influence Yosemite National Park transportation issues.

A proposed annual budget is as follows:

* HCDA Director @ 10%.....	\$ 4,600
* Housing & Eligibility Spec. II @ 20%.....	4,704
* Fringe Benefits.....	2,750
* Services/Supplies.....	800
	<hr/>
Total	\$12,854

In addition, an extra help position (financed by the CDBG Program) is requested to assist Steve Hayes in his other responsibilities.

Thank you for your consideration of this proposal.

Date: July 7, 1995
To: Jim Evans, Director HCD
From: Steve Hayes, ~~Housing~~ Housing Eligibility Specialist II
Subject: Transit Capacity Development

Thank you for the opportunity to explore the possibility of working in the crucial transit capacity development function.

After reviewing several of the studies you provided for me I can see needs in the following areas to take wise advantage of the compelling current climate.

1. No more studies, unless we need it for something we're committed to do. The little I have heard from the public indicates they want and need some helpful action not more studies. Much can be accomplished through insights gleaned from existing studies and recent experience.

2. Short term needs:

SERVICE PROVIDER DEVELOPMENT

Develop and monitor transit agreement with the existing or new transit contractor emphasizing reliability.

Effectively market the services locally and regionally using schedule brochures, on-board advertising, special local and regional events, YATI, and conventional advertising.

Increase the timeliness of service from El Portal to Yosemite Valley.

INFRASTRUCTURE DEVELOPMENT

Establish Bus Stops with benches, shelters, and schedules.

Provide ability to handle bicycles.

Harness technology to communicate in real time with travelers.

FINANCING DEVELOPMENT

Stratagize to secure grant funding from various sources.

BROAD BASE RIDERSHIP DEVELOPMENT

Understand and respond to the needs of a diverse ridership.

Making transit feasible and even fun for the various user groups appears the most important and probably most demanding factor in success from the rider's perspective.

3. Long Term needs (not mentioned above):

DEVELOP MARIPOSA COUNTY'S ORGANIZATIONAL CAPACITY TO BE A RESPECTED PARTICIPANT IN THE REGIONAL TRANSPORTATION ENVIRONMENT.

DEVELOP INFRASTRUCTURE THAT PROMOTES REGIONAL SOLUTIONS.

This is exemplified by YATI and proposed gateway community park and ride facilities.

INTER-AGENCY COLLABORATION DEVELOPMENT

Strengthen existing interagency collaboration by emphasizing common interests. Continue collaboration with-in County Departments as well as the NPS, Cal-Trans, Am-Track, Chamber, and YCS.

REGIONAL COLLABORATION DEVELOPMENT

Promote regional solutions to our regional challenges.

GAIN WIDE ACCEPTANCE OF MASS TRANSIT SOLUTIONS.

If our department is asked to develop transportation capacity for Mariposa County I would like to have a clear statement of the County's expectations and the costs the County is willing to incur. For instance:

What user groups should the system serve?

What subsidy for what level of service is acceptable for each user group?

Will the system be self supporting, and if so, what is that target.

The Nelson\Nygaard study indicates that the current subsidy cost compared to other rural areas is very inexpensive (See 4-1). If we go to bid for services, there is a possibility that the County subsidy may cost more for less service until ridership begins to pay more share.

Initially, I would work to clarify the contractual arrangements with the current or new service provider. Concurrently, I would work to bring some of the enhancements needed to establish the presence of the system as an ongoing dependable service. While seeking additional input from interested parties I can see enhancements including: Bus Stop fixtures, scheduling changes and schedule publications, on-board advertising, and bus bike racks.

I look forward to the possibility of working to build transportation capacity for Mariposa County.