

NOTICE OF REGULAR MEETING
OF THE
YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM
(YARTS) JOINT POWERS AUTHORITY

Monday, August 4, 2008 – 1:00 p.m.

Town/Country Conference Room
437 Old Mammoth Road, Suite P
Mammoth Lakes, CA 93546
(209) 723-3153

**THIS MEETING WILL BE CONDUCTED BY TELECONFERENCE
AT THE FOLLOWING LOCATION:
MARIPOSA COUNTY GOVERNMENT CENTER
BOARD OF SUPERVISORS CHAMBERS
5100 BULLION STREET, MARIPOSA, CALIFORNIA
MEMBERS OF THE YOSEMITE AREA REGIONAL
TRANSPORTATION SYSTEM JOINT POWERS AUTHORITY AND MEMBERS OF
THE PUBLIC MAY ATTEND AND PARTICIPATE IN THE MEETING AT THE
TELECONFERENCE LOCATION. MEMBERS OF THE PUBLIC APPEARING AT A
TELECONFERENCE LOCATION WILL BE PROVIDED AN OPPORTUNITY TO
ADDRESS THE LEGISLATIVE BODY DIRECTLY AS PROVIDED BY LAW.**

1. PLEDGE OF ALLEGIANCE
2. INTRODUCTIONS
3. PUBLIC COMMENT

**PERSONS WISHING TO COMMENT ON ANY ITEM NOT ON THE
AGENDA MAY DO SO AT THIS TIME. PLEASE LIMIT YOUR
COMMENTS TO A MAXIMUM OF FIVE MINUTES PER PERSON.
STATING YOUR NAME FOR THE RECORD IS OPTIONAL, BUT
USEFUL IN ACTING ON COMMENTS AND REQUESTS. FOR ITEMS
NOT ON THE AGENDA, NO ACTION WILL BE TAKEN AT THIS TIME.**

THE PUBLIC IS INVITED TO SPEAK ON ANY ITEM ON THE AGENDA.

**PERSONS WISHING TO COMMENT ON ITEMS LISTED ON THE
AGENDA MAY DO SO WHEN THE COMMITTEE CONSIDERS THAT
ITEM. THE CHAIRPERSON WILL CALL FOR COMMENTS
FOLLOWING STAFF INTRODUCTION OF THE ITEM AND
QUESTIONS BY COMMITTEE MEMBERS HAVE BEEN DISCUSSED.**

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF MERCED COUNTY ASSOCIATION OF GOVERNMENTS. PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL MCAG TO INQUIRE ON THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

ITEM

STAFF

- * **4. Minutes of the April 7, 2008 YARTS Joint Powers Authority meeting**
- 5. Information/Discussion Only**
 - # a. VIA Monthly Service Reports for March 2008 – June 2008
 - # b. Ridership History by Fiscal Year – Hwy 140 and Hwy 395/120 East
 - # c. YARTS Revenue History by Fiscal Year
- 6. Grant Funding Update** Dick Whittington
 For information and discussion only.
- * **7. Cooperative Agreement Between YARTS and the National Park Service (NPS)** Dick Whittington
 Approve the Cooperative Agreement between YARTS and the National Park Service in Yosemite and authorize the YARTS Executive Director to sign the Agreement.
- # **8. Revision of Staff Report – “A More Regional Yarts”** Dick Whittington
 For information only.
- * # **9. VIA Hourly Service Rate Increase Request** Dick Whittington
 Approve a new service hour constructive rate based on the proposal by VIA Adventures.
- # **10. Hwy 140 / Use of Larger Buses** Dick Whittington
 For information and discussion.

- # **11. YARTS Marketing** Dick Whittington
For information and discussion.
- 12. Manager's Report** Dick Whittington
For information and discussion.
- 13. Oral Report – National Park Service Report** Marty Nielson
- 14. Board of Commissioners Remarks**

* *Action*

Attachment

+ *Enclosure*

*The next YARTS JPA meeting, will be held on Monday, October 27, 2008
at the Mariposa County Government Center, Mariposa, CA*

**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)
JOINT POWERS AUTHORITY**

MINUTES

April 7, 2008

The regular meeting of the Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority held Monday, April 7, 2008, at the Merced County Association of Governments Conference Room, 369 W. 18th Street, Merced, CA, was called to order at 1:09 p.m. by Vice-Chair Dianne Fritz.

MEMBERS PRESENT

Vikki Magee-Bauer, Mono County Board of Supervisors (via teleconference)
Mike Nelson, Merced County Board of Supervisors
Dianne Fritz, Mariposa County Board of Supervisors

MEMBERS ABSENT

None

OTHERS PRESENT

Brad Aborn, Mariposa County Supervisor
Denise Demery, VIA Adventures
Kenneth Gosting, Transportation Involves Everyone
Laine Hendricks, National Parks Conservation Association
John Helms, Eastern Sierra Transit Authority (via teleconference)
Robin Lamas, YARTS staff
Terri Mejorado, Fresno City and County Convention and Visitors Bureau
Marty Nielson, Yosemite National Park
Curtis Riggs, VIA Adventures
Laura Whitehouse, Fresno City and County Convention and Visitors Bureau
Dick Whittington, YARTS staff

1. Introductions

2. Public Comment

Ken Gosting, Transportation Involves Everyone, commented that train 712 had a 100% “on time” rating and the overall performance record for Amtrak was 92%.

Mr. Gosting asked if the YARTS Authority Advisory Committee would fall under the need to fill out a Conflict of Interest Form 700. Staff will check with legal council and see if there is a need there.

Also Mr. Gosting was concerned that passengers using the YARTS bus would not be able to use their bicycles. Because of the turn radius of the buses going over the bridges

around the Ferguson Rock slide, the bus racks are not being able to be used. Mr. Whittington stated that the drivers would allow passengers to bring their bikes on the bus and have them placed in the cargo section. This is at the driver's judgment as passengers and wheelchairs have priority.

3. Minutes of the January 14, 2008 YARTS Joint Powers Authority meeting

Commissioner Nelson moved to approve the minutes of the January 14, 2008 YARTS Joint Powers Authority meeting.

Seconded by Commissioner Magee-Bauer.

MOTION CARRIED UNANIMOUSLY.

4. Information/Discussion Only

- a. VIA Monthly Service Reports for December 2007 – February 2008
- b. Ridership History by Fiscal Year – Hwy 140 and Hwy 395/120 East
- c. YARTS Revenue History by Fiscal Year
- d. Hwy 140 – Summer 2008 Schedule

So noted.

5. Recorded Meeting Tapes and Public Access to Same

Dick Whittington gave a review of the agenda staff report. In addition, he stated that the YARTS AAC recommended the meeting tapes be retained for 30 days after the approval of the minutes. The meeting tapes will be available for review during this time should anyone from the public wish to listen to the tapes at the MCAG offices. Mr. Whittington stated YARTS would purchase a piece of equipment to make a recorded copy of the tape of the meeting should the public request a copy.

Commissioner Nelson moved to formalize the tapes as for minutes only and to keep the tapes for 30 days after the minutes are approved.

Seconded by Commissioner Magee-Bauer.

MOTION CARRIED UNANIMOUSLY.

6. Grant Funding Update

So noted.

7. PUBLIC HEARING – YARTS Proposed Budget – FY 2008 / 2009

Dick Whittington gave a review of the proposed budget for YARTS for FY 2008/2009. He stated that the budget was larger than last year partially due to a new service contract with VIA Adventures, which included increased services, added runs in summer, CPI and fuel adjustments. The proposed budget does not show a capitol budget at this time, as

there are questions about weather or not YARTS will be doing anything of a capitol nature in this fiscal year.

Public Hearing – Open at 2:00 p.m.

Ken Gosting, Transportation Involves Everyone, stated at the San Joaquin Valley Rail community meeting both Amtrak and rail division confirmed they were extending the YARTS bus contract.

No comments were received in regards to the YARTS proposed budget for FY 2008/2009.

Public Hearing – Closed at 2:02 p.m.

Commissioner Magee-Bauer moved to adopt the FY 2008/2009 Operating Budget and directed staff to proceed with its implementation.

Seconded by Commissioner Nelson.

MOTION CARRIED UNANIMOUSLY.

8. Agreement for Services

Commissioner Nelson moved to authorize the Chair to sign an extension of the Services Agreement for a period of one year, from July 1, 2008 through June 30, 2009.

Seconded by Commissioner Magee-Bauer.

After discussion as to Commissioner Nelson being the Chair of the MCAG Governing Board and as his signature was on the Agreement for Services extension, Commissioner Nelson and Commissioner Magee-Bauer rescinded the motion.

Commissioner Magee-Bauer moved to authorize the Chair to sign an extension of the Services Agreement for a period of year, from July 1, 2008 through June 30, 2009.

Seconded by Commissioner Fritz.

Commissioner Nelson – Abstained.

MOTION CARRIED.

9. YARTS Disadvantaged Business Enterprise (DBE) Plan for FY 2008/09

Commissioner Nelson moved to adopt Resolution 2008/04-07-01 approving the FY 2008/2009 YARTS Disadvantaged Business Enterprise (DBE) Plan and approve Vice-Chair Fritz to sign the resolution.

Seconded by Commissioner Magee-Bauer.

MOTION CARRIED UNANIMOUSLY.

10. VIA Adventures Rate Adjustment Request

Dick Whittington gave a review of VIA Adventures request for a rate adjustment in the vehicle/hour rate effective May 1, 2008, based on fuel cost increases. The proposed budget that was passed under Item 7 took the fuel increase and CPI into consideration.

Commissioner Nelson moved to approve a rate increase effective May 1, 2008, based on documented fuel cost increases which takes the new Contracted Rate of \$112.60 and a new Constructive Rate of \$129.52 per service hour, as defined by the contract between YARTS and VIA Adventures.

Seconded by Commissioner Fritz.

MOTION CARRIED UNANIMOUSLY.

11. A More Regional YARTS

Dick Whittington gave a review of the staff report. Under the "Perspective" section of the report, the staff report stated responses came back from all areas and most were positive or at least encouraging. Ken Gosting, Transportation Involves Everyone, stated that the responses from Madera County were in reluctance towards YARTS and that the staff report wording implied otherwise. Dick Whittington stated that he should have included that when he and Commissioner Magee-Bauer met at the Fresno COG not everyone in the room thought that having YARTS on Hwy 41 was a great idea and there was considerable negativity expressed. Commissioner Magee-Bauer stated that the negativity was expressed by members who reside outside of Fresno County at the small group meeting after the meeting with the Fresno COG; the Fresno COG gave no indication one way or the other of approval or opposition to YARTS.

Dick Whittington stated that in the next YARTS agenda he will have a revised report.

12. Park and Ride Project Update

So noted.

13. Election of Officers for FY 2008-2009

Commissioner Nelson moved to nominate Commissioner Fritz as the Chair for FY 2008-2009.

Seconded by Commissioner Magee-Bauer.

MOTION CARRIED UNANIMOUSLY.

Commissioner Nelson moved to nominate Commissioner Magee-Bauer as Vice-Chair for FY 2008-2009.

Seconded by Commissioner Fritz.

MOTION CARRIED UNANIMOUSLY.

14. FY 2008-2009 Meeting Dates

Commissioner Magee-Bauer moved to approve the following meeting dates and locations:

August 4, 2008 – Mammoth Lakes in Mono County

October 27, 2008 – Mariposa County

January 12, 2009 Merced County

April 6, 2009 – Merced County

Seconded by Commissioner Fritz.

MOTION CARRIED UNANIMOUSLY.

15. Managers' Report

Dick Whittington gave a review of the staff report.

16. Oral Report – National Park Service Report

Marty Nielson gave the report from the National Park Service. The report is attached herein:

NPS Report -- YARTS Board Meeting -- April 7, 2008

Ninth Circuit Court Rules on the Merced River Plan (MRP)

-On March 27, 2008 the Ninth Circuit issued a ruling denying the NPS appeal to overturn the decision of the District Court which had found that the MRP was inadequate and that a completely new MRP was needed.

-As a result of the November 2006 ruling by the District Court, the park initiated a new MRP planning effort with a deadline of September of 2009 for completion.

-The park continues to develop a new plan. However, we continue to believe the original MRP is valid and protects the river. Among other things, the court rejected the user capacity program (VERP) saying it was "reactive" and action would only be taken after degradation occurs. However, the park disagrees and contends that VERP is widely applied in other national parks and user capacity experts (both from academia and land mgt. agencies) agree this is the best way to manage the river.

-The decision has huge implications, both in Yosemite National Park and in managing Wild & Scenic Rivers nationwide.

Tioga Road Corridor

-Consistent with the past two years, park road crews are scheduled to start plowing the Tioga Pass Road on May 1.

-The April 1 survey is considered the benchmark for the season, and is used to determine water allocations throughout the state. Water content of the snow pack is 99% of average for the Tuolumne drainage and 94% of average for the Merced drainage. Tuolumne Meadows Total settled snow depth: 45” as of April 2

Reconstruct El Portal Road at the “narrows”

-This project has the following traffic impacts:

Monday through Saturday – 30 minute delays from 6:00 a.m. until 10:00 p.m.

Night closures will occur on Sunday through Thursday nights from 10:00 pm until 6:00 am with an opening at 11:00 pm for shift workers.

-Much of the cut and fill has been completed. In addition to that continuing work, the contractor is beginning the shotcrete overlay, facing the surface with rock and placing rip rap.

Tunnel View

-Vegetation has been cleared from this historic vista. The Yosemite Fund is to sign a contract for the masonry work, drainage and walkways improvements.

Gateway Partners Meeting

-The next Gateway Partners meeting will be held on April 10th from 10:00 a.m. to 2:00 p.m. in The Cliff Room at Yosemite Lodge.

17. Board of Commissioners Remarks

So noted.

THERE BEING NO FURTHER BUSINESS OF THE YARTS JOINT POWERS AUTHORITY, THE MEETING WAS ADJOURNED AT 3:16 PM.

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: RIDERSHIP HISTORY BY FISCAL YEAR – HWY 140 AND HWY 395/120 EAST

Attached for your review is the ridership history through June 2008.

Ridership for June was up 44.09% compared to the previous June. Visitor riders increased 38.97% for the month; employee ridership was up 52.12% and the ever-volatile June figures for the Hwy 120 service were up 82.72% (296 vs. 162). Cumulative increase for the year was 20.32%.

Because of the strong results in June, the 2007-2008 fiscal year ended up being the best year in the history of the service, topping the 2005-2006 fiscal year, which had set the previous record. The increase over that year was not significant, 405 riders, but we were able to accomplish the increase using the smaller buses and despite the incessant delays on the road.

There can be little doubt that the price of gasoline helped create the increased ridership, but being able to add service beginning in mid-May of 2008 and creative use of buses during the summer months in 2007 made a difference as well.

Staff believes that the 2008-2009 fiscal year should be significantly better than the one just past. The removal of the one-way controlled traffic at “the narrows” in the park should help YARTS provide more timely service to employees traveling to the park. The return to the use of the larger buses on the more heavily used runs should also play in attracting more employee ridership.

For the visiting public, the personal cost of gasoline should make transit much more attractive, particularly over the long distances required to visit Yosemite National Park. Also, so long as the dollar stays weak, we should see a greater number of foreign travelers, many of who come to the area transit dependent.

This was a good year, even if challenging. Next year could be a lot better!

REQUESTED ACTION

For information only.

Attachment: Hwy 140 and Hwy 120 Ridership by Fiscal Year

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: YARTS REVENUE HISTORY BY FISCAL YEAR

Attached for your review and comment is the revenue history for YARTS, last updated on July 15, 2008. At the time of the update, fares collected by vendors, other than VIA, were not available.

Because of the contract with Amtrak (started June 2007), the form was altered to make comparisons with and without Amtrak income included. The "with Amtrak", of course, causes the comparison to be unrealistically high. Next fiscal year the problem will reconcile itself. Staff believes that the Revenue History format is still hard to read and will have it changed to an easier format before your next meeting.

Revenue from ticket vendors is down by 52.64%. This is principally due to the loss of the California Welcome Center, Merced as one of those vendors. Revenue reported by VIA increased by 49.79%. Some of this increase is due to the loss of the California Welcome Center, Merced ticket sales moving to the driver sold tickets, but the largest share is simply due to increased ridership. In real dollars, vendor income was down by \$28,000, whereas, revenue reported collected by VIA was up by \$67,903.

In the budget approved in April of 2007, DOT revenue was projected at \$97,000. That number was revised to \$100,000 with the budget revision. Revenue from DOT was up by 26.74%, to \$124,714.

At your last meeting, staff projected that the ridership revenue could reach \$350,000. That has happened. Total ridership revenue for the fiscal year was \$354,185, up 22.99% over last year, all due to increased ridership.

Revenue from Amtrak is always going to fluctuate. The group runs that needed to go through Modesto, the extra runs when the train was late getting to Merced, and other anomalies make the contract numbers and the actual numbers different. The contracted amount was \$273,750. Actual total revenue from the Amtrak contract was \$324,550.

REQUESTED ACTION

For information only.

Attachment: YARTS Revenue by Fiscal Year

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: GRANT FUNDING UPDATE

5311(F) – Intercity Bus Program Grant (Operating)

The 5311(f) Intercity Bus Program has been very important to the funding picture for YARTS for the past three years. For each of the past two years, because of the capacity problems created by the rockslide on Hwy 140, the program has approved grants to YARTS of \$400,000, twice the normal maximum amount.

5311(f) funding is aimed at providing connectivity between rural areas and the “national intercity bus system”. Applicants are required to prove meaningful connection with the national bus service (Greyhound in our case). Connections to rail service are considered as well, but are secondary to the bus connections. It is not for commute. Specifically, the National objectives of the program are:

1. To support the connection between non-urbanized and the larger regional or national system of intercity bus service.
2. To support services to meet the intercity travel needs of residents in non-urbanized areas.
3. To support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

The program defines intercity bus service as:

- Regularly scheduled bus service to more distant points
- Available to the general public
- Making limited stops
- Operating on fixed routes
- Connecting two or more urban areas not in close proximity
- Capacity for transporting baggage
- Provide meaningful connections and reasonable layover times
- Excludes air, water, rail transportation, charter tour and commuter service

For the 2008-2009 fiscal year, the maximum amounts available under the grant program have increased to \$300,000 from the previous \$200,000 ceiling. Operating projects (which is what we

have traditionally filed for) receive up to 55.33% in federal funding (meaning the match is 44.67%). Capital projects are funded up to 88.53% in federal funding (11.47% match).

The rules for the use of this funding, as applied by Caltrans, are changing somewhat and becoming more specific and rigid in their application.

It is likely that the grant application we make this fall will see individual routes excluded from funding if they appear to be more oriented to commuting than to intercity service. The number of stops on the routes may affect the level of funding as well. In the past there have been discussions about these issues, however, now Caltrans has established specific criteria to evaluate all of the requirements and we will not be able to depend on the same level of support from them under this program as in the past.

In the 2008-2009 budget the Board approved in April, the 5311(f) funding anticipated \$400,000 from the program. That was before we knew that we would be able to return to the use of the larger buses. Adjustments to the budget will be necessary when we know more about if the application is approved and for how much.

5311(f) funding is year specific, meaning that it must be used in the fiscal year it is awarded. Since our fiscal year is July through June and the application process will not be completed until roughly December, Caltrans says that it will be possible to bill back to the start of the fiscal year, if the YARTS application is approved.

5311(f) (Capital)

Staff will also be submitting a grant application in August for the purchase of electronic fare boxes. The grant will require an 11.47% match, which VIA Adventures has agreed to provide, if the grant is approved. The total amount of the grant application (cost of the equipment) is still being researched.

5304 – Transportation Planning Grant

In February, staff filed an application for a “Transit Technical Planning Assistance Grant in the amount of \$92,500, with a total project cost of \$100,000 (\$7,500 match). The grant is intended to fund a new YARTS Short Range Transit Plan (SRTP). The current SRTP covers the period of 2004 – 2009. Estimated time of the grant award announcement was given as summer of 2008, but was pending the approval of the state budget.

Staff has been told that the selections of the successful grant applications has been made, but Caltrans staff will not release any information until after the approval of the state budget.

Appropriation Request

In February, staff filed an Appropriations Request with the office of Congressman Radanovich in the amount of \$400,000. There are absolutely no guarantees of funding from these requests, either in approval or amounts. They are not competitive in the way the above-mentioned grant

applications are, but are every bit as uncertain. Notice of approval, or not, would likely come in the late fall of 2008.

According to the Congressman's office, the possibility of this funding being approved is now very uncertain. With a new transportation bill to be worked on for next year, (to replace the current SAFETEA-LU funding bill), they believe it is possible that last year's funding may simply be replicated, which would not allow for any earmarks.

5309 (Earmarks)

YARTS currently has two 5309 grants available for use. This type of funding is typically used for capital costs, but can be used for the cost of contracting for buses, which is how YARTS has used it and how it is appropriated for YARTS. If used for the cost of contracting, the required match is 60%. If used for capital, the match is 20%.

The two available earmark grants are:

\$388,711 with a balance of \$341,920 – filed July 2005

\$247,500 with a balance of \$247,500 – currently being processed by FTA

Because of the onerous match required for this funding, YARTS has used it last, favoring other forms of funding that have a lower match, if they are available.

5309c (Earmark)

In 2005, YARTS received an earmark in the SAFETEA-LU transportation-funding bill of \$2.09 million for the purchase of new buses. The funding was to come to YARTS in four annual increments of between \$450,000 and \$550,000 per year. Because we did not want to purchase buses from four different model years, the funding was held to accumulate.

When the first year's funding was appropriated, the announcement in the Federal Register assigned the funding to Mariposa, CA and Yosemite National Park. It also called out the purchase of CNG-Hydrogen buses (CNG = compressed natural gas). Both designations were incorrect and staff contacted the offices of Congressman Radanovich to get the wording corrected. The funding should have designated YARTS as the recipient and the buses should have been diesel. There are currently no CNG or Hydrogen fueled over-the-road-coaches in production in the U.S.

The Congressman's office contacted the Chair of the House Transportation Committee and a letter was issued by them seeking to correct the error.

When the Federal Register listed it incorrectly for the third year's appropriation, staff made contact with the Congressman's office yet again.

When news came that new detour bridges were to be built, which would allow YARTS to return to the use of larger buses, staff contacted FTA regarding getting the matter resolved so that YARTS could proceed with the purchase of new, full sized buses.

Basically what FTA told staff was that what appeared in the Federal Register was law and they had no option but to enforce it. We went back to the Congressman's office. The Congressman's office talked with our contact at FTA and later with others in the management of that Department.

The end result was a call from FTA to YARTS staff saying that the funding could proceed. The first appropriation is going to expire unless filed within the allotted time of three years. We will be filing the appropriate applications in the very near future for the first three appropriations.

The fourth increment of the funding will not be available to YARTS until appropriated in the 2009-2010 federal budget.

REQUESTED ACTION

For information and discussion only.

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: COOPERATIVE AGREEMENT BETWEEN YARTS AND THE NATIONAL PARK SERVICE (NPS)

Each year, for the past four years, YARTS has entered into a Cooperative Agreement with the National Park Service (NPS) in Yosemite. Each year there have been a few, mostly housekeeping, changes, that have been proposed by NPS.

This year, NPS did not get a copy of the proposed agreement to staff before the deadline for the preparation of the YARTS August agenda. We are assured that there is no problem with making the agreement, only that there are administrative functions taking place that have slowed the process.

The Cooperative Agreement needs to be fully executed prior to the beginning of the Federal Fiscal Year (FFY), which starts on October 1, 2008. The next regularly scheduled YARTS Board meeting is calendared for October 27, 2008, beyond the deadline for the agreement to be signed.

There is a possibility that copies of the agreement could be available in time for the August 4, 2008 meeting. If it can be available by then, the Board can discuss, and hopefully, approve it during the meeting.

If it is not available by the August 4, 2008, meeting staff would like the Board to approve allowing the YARTS Executive Director, Jesse Brown, to sign the agreement when it is available. This, of course, presumes no drastic changes from previous agreements. If there are significant changes proposed, the YARTS Board could meet at a special meeting to resolve issues raised by those changes.

REQUESTED ACTION

Approve the Cooperative Agreement between YARTS and the National Park Service in Yosemite and authorize YARTS Executive Director authorization to sign the Agreement.

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: REVISION OF STAFF REPORT – “A MORE REGIONAL YARTS”

At your meeting in April, the completeness of a staff report on “A more regional YARTS” was called into question, and, at the suggestion of Supervisor Aborn, the Board directed staff to rewrite the report to more fully express the negative comments that were made during a meeting held at the Fresno Council of Governments office.

Attached is the original staff report showing the revised comments in italics.

REQUESTED ACTION

For information only.

Attachment: Revised staff report dated March 31, 2008 entitled “A More Regional YARTS”

MEMORANDUM

DATE: MARCH 31, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: A MORE REGIONAL YARTS

Chairperson Bauer asked that an item be put on the agenda that would prompt a discussion regarding the current status of YARTS becoming a more regional provider of public transit in the Yosemite region.

Perspective

In October of 2006, with the approval of the YARTS Board, Chairperson Bauer sent letters to elected officials and others in all of the counties that make up the Yosemite region. The letters went to officials in Madera, Fresno, Merced, Mariposa, Mono, Tuolumne, and Stanislaus Counties and invited a conversation about the future of YARTS and whether it should provide a more regional transit presence in the region.

Responses came back from all areas and most were positive or at least encouraging. The Fresno/Madera area, along the Hwy 41 corridor, had the strongest response. Three meetings were subsequently held in Fresno.

One at the Fresno Council of Governments office was open to all interested parties and included people from both Madera and Fresno counties. 27 people were in attendance. Ken Gosting (TIE), Lou Alceto (Oakhurst resident), and three tour bus operators from Madera County spoke against the idea of YARTS operating on Hwy 41 between Fresno and Yosemite Park. Members of the staff of the Fresno CVB, the Fresno Office of Tourism, and the National Parks Conservation Association, expressed positive feelings about the possibility of the service. Russ Widmar, Fresno Air Port Manager, seemed to favor the idea, but said he could not commit parking or any financial resources to YARTS.

Representing YARTS was Mariposa County Supervisor Lee Stetson, Mono County Supervisor Vikki Bauer, and YARTS Transit Manager Dick Whittington. Mariposa County Supervisor Dianne Fritz, an alternate to the YARTS Board, was also present. Because of potential for Brown Act violations, which were pointed out by Mr. Gosting, Supervisors Fritz and Stetson agreed not to participate in the discussions.

The Fresno Conference and Visitors Bureau sponsored a “by invitation” meeting and Supervisor Bauer and I also met with members of the Fresno Mayor’s staff. Supervisor Bauer also made an appearance in front of the Madera County Supervisors during this time frame.

The approach that has been taken from the outset is not one of selling YARTS to the people who met with us, but rather to let them know that YARTS is interested in talking to anyone who would like to see YARTS transit service in their area. We also made an effort to educate about the way the service operates and the history of YARTS service to that time. All of this was taking place during the timeframe just following the Ferguson rockslide on Hwy 140 and the challenges that it had brought to YARTS operations.

More Recently

National Parks Conservation Association

Staff has learned that the National Parks Conservation Association (NPCA), Fresno Office, has, as part of its long-range strategic plan, the intent to actively pursue options to provide public transit to Yosemite National Park and Kings Canyon National Park from Fresno. YARTS is specifically mentioned in that plan.

Fresno Conference and Visitors Bureau

The Fresno Convention and Visitors Bureau (CVB) recently developed a strategic plan to guide them for the next three years. Among the many goals they set was to “Work to establish YARTS service from Fresno into Yosemite National Park and developing public transportation from Fresno to Kings Canyon National Park.”

Laura Whitehouse, the new President/CEO of the Fresno CVB, has a long history of supporting YARTS as an option to provide transit service out of Fresno. Copies of the Strategic Plan will be available to you at the meeting.

Supervisor Tom Wheeler, Madera County

At the meeting that Supervisor Bauer attended in Madera, that Board of Supervisors assigned newly elected District 5 Supervisor, Tom Wheeler, who resides in the Oakhurst area, the task of looking into transit on Hwy 41 and the possibility of YARTS providing that service. Since that time, staff has fielded questions from the Supervisor and provided information to him that seemed timely to staff.

Picayune Rancheria of the Chukchansi Indians

Staff recently had an email from Margaret Arechiga, who works for the Chukchansi Tribal government in the Coarsegold area, asking about the possibility of transit service on Hwy 41 that would/could stop at the tribe’s Chukchansi Gold Casino. In a subsequent phone conversation, staff informed Ms. Arechiga of the current status of the possibility for service on Hwy 41. She indicated she would carry our discussion to the tribal leaders.

California Intercity Bus Study

Over the past year, Caltrans has been conducting an Intercity Bus (rural transit) Study and preparing a document to reflect their findings. The intent of the study was to look for underserved areas and to seek opportunities for connectivity between existing services. Intercity bus service is that which connects rural areas to metro areas where Greyhound, Amtrak and others provide transit services to the nation.

In January 2008, the draft of that study was made available for review and comment. Hwy 41 from Fresno to Yosemite was mentioned in the discussion of underserved areas or areas that would satisfy the definition of intercity service but currently do not have service.

According to a Caltrans spokesperson, the final version of the study is anticipated sometime in March, but no decision has been made about when it will be released, at this time.

Tuolumne County

Staff was recently contacted by the manager of a 200-space RV Park in Groveland regarding the possibility of YARTS providing service in that area. We spent considerable conversation time on how public transit works and is paid for and on the history of the YARTS service. Staff suggested that she contact her elected Supervisors in Tuolumne County to further her quest.

REQUESTED ACTION

For information and discussion and to provide staff with direction for future efforts.

ITEM 9

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: VIA HOURLY SERVICE RATE INCREASE REQUEST

Attached is a copy of a letter and supporting documentation from VIA Adventures requesting an adjustment in the vehicle/hour rate effective June 1, 2008. The vehicle/hour rate is the amount that YARTS is billed by VIA for each hour the buses actually operate in fulfilling the YARTS schedule.

Under the provisions of the contract, Section 1;

The vehicle/hour prices shall be adjusted annually, after year one, based on the California Consumer Price Index (CPI) for the prior year, along with other factors, which may in YARTS sole discretion, be considered in determining the increase, if any. In addition to the annual review, YARTS or the Contractor shall have the right to open negotiations in the event that: a.) The total cost of fuel increases or decreases by 15% or beyond the CPI adjustment from the cost as of March 1, 2007. b.) The annual cost of insurance increases or decreases by more than 20% beyond the CPI adjustment from the budget amount.

As you can see in the above contract language service hour rate increases are not a mandatory part of the contract between VIA Adventures and YARTS. Rather, the contract is written in a way to give the Board freedom in acting and to give the contractor a fair hearing regarding raising costs not anticipated in original contract proposals.

When the five-year contract was written, there was no anticipation of the use of larger buses during the term of the contract. As written and approved, the contract specifies only a rate for the smaller buses. That rate, on Exhibit A-3, which is actually a sliding scale, was \$124.77.

At the April 2008 meeting, the Board approved an increase based on fuel costs that took effect on May 1, 2008. The approved service hour rate was adjusted to \$129.52. It was also decided that the CPI increase would be brought forward at the August meeting to allow a more appropriate comparison of the CPI numbers.

This request is based on two criteria, the California Consumer Price Index and on the raising costs of fuel.

When VIA made their request in April, fuel had increased from \$2.381 per gallon to \$3.57 per gallon, nearly a 50% increase. The cost of fuel has continued to raise to \$4.099, a 14.8% increase over what it was in March of 2008 and a 72.2% increase over March of 2007, the base date for calculations based on Section 1 of the contract.

Two rates are now being brought forward, one for the smaller buses and one for the larger buses. The proposed rates reflect an increase of \$2.13 per service hour for the smaller buses and establish a new hourly rate for the larger buses reflecting an increase above current rates of \$10.14.

The two charts attached to the VIA letter as supporting documents provide a graphic look at the rate increase proposal. Vehicle costs are static. Fuel and other costs are shown separately and the effect of the proposed increases is calculated for each.

VIA also provided information on the CPI increases calculated from April 2007 through April 2008, the closest to the contract year of June through May and also available. (June 2008 figures will not be published for at least two more months.) The CPI increase is shown as 3.04%.

Staff believes that fuel may be included in the CA CPI calculations, but timing of the letter from VIA did not allow further investigation prior to the deadline for the preparation of the agenda. We will bring information regarding this at the time of the meeting to help the Board in making their decision.

The way that the increase is being brought forward, in pieces, may seem clumsy or confusing, however, it is part of a more equitable system that staff worked with VIA to produce. As example, the cost of the buses does not change during the term of the lease, so should not be considered as a part of the CPI calculation. The cost of fuel is specifically called out as a trigger for negotiation in the contract as is the CPI. All are being dealt with separately in the VIA proposal.

VIA proposes a new total constructive rate of \$134.64 per service hour for the smaller buses and \$142.46 for the larger buses.

Curtis Riggs of VIA Adventures, has indicated he will be attending the August Board meeting and be available to answer questions should there be any.

REQUESTED ACTION

Approve a new service hour constructive rate based on the proposal by VIA Adventures.

Attachment: Contract Exhibit A-3
Letter of July 18, 2008 from VIA Adventures, Inc. including supporting documents

MEMORANDUM

DATE: JULY 25, 2008

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: HWY 140 / USE OF LARGER BUSES

On Friday, June 27, 2008 Governor Arnold Schwarzenegger cut the ribbon (see attached photos) on the new detour bridges on Hwy 140, referred to as the *Essential Access Interim Bridge Project* by Caltrans, which will now allow 45-foot vehicles to return to the use of the highway.

A parade of large vehicles followed the speeches and ribbon cutting ceremony, and the 45-foot Prevost bus we currently use on the Hwy 120 service led the procession across the bridges.

We began the use of the larger buses that evening on Run 6 and have changed to the larger buses on runs that have demonstrated a need for greater capacity. Using the larger buses on the high-demand runs only and using the smaller buses where demand is not so great will save on fuel costs and hourly service rates.

Currently runs 1, 2, 4, 5, and 6 going into the park are using the larger buses. Runs 8, 9A, 10, 11, and 14 coming out of the park use the larger buses. As the demand grows and we need the capacity, we will add larger buses to the other runs. July and August are the largest demand months of the year. It is possible that all runs will be in large buses as the demand peaks.

As demand wanes later in the year, we will be able to shift back to the smaller buses to reduce fuel and operating costs where possible.

REQUESTED ACTION

For information and discussion.

Attachment: Ribbon Cutting Photo
YARTS bus crossing bridges photo
YARTS Hwy 140 Schedule

MEMORANDUM

DATE: JULY 25, 2008
TO: YARTS JOINT POWERS AUTHORITY
FROM: DICK WHITTINGTON, TRANSIT MANAGER
RE: YARTS MARKETING

Following are marketing activities during the fourth quarter:

Advertising

Ads were placed in VIA Magazine, Westways Magazine, and California Tour and Travel. VIA and Westways provide reader requests for additional information, which we respond to with printed materials.

YARTS also advertises on the www.YOSEMITE.com web site.

Publicity/Promotion

Three different 5 to 8-minute interviews with KYOS news director, Dennis Daily, were aired on KYOS radio in Merced in May.

Also in May, staff participated in a 30-minute community information program, *Valley Voice*, with Mike Ellis, news director for KUBB and KHTN (sister stations in Merced). The program aired on both stations.

The focus of these interviews was the expanded schedule YARTS planned for summer of 2008.

In June, two 8-minute interview segments with Dennis Daily ran on KYOS. Focus here was the impending move to larger buses with the opening of the new detour bridges, and the Thruway service to Mono County.

Free tickets were provided to the following for promotional consideration:

Hospitality Sales & Marketing Association International (HSMIAI), No. CA Chapter – for their 1st Annual Silent Auction in Palo Alto. Funds raised going to charity.

Merced County Salute to Seniors (Los Banos) – Annual event to honor senior citizens in the county.

Castle Air Museum – *Plane Crazy* fundraising event for the museum. Two sets of two YARTS tickets to go along with Delaware North Corporation (DNC) who contributed free valley tours to make a package of the offering.

Ticketing was provided to a reporter for the Mammoth Times to ride the bus to the park from Mammoth Lakes and do a story about her experience. A copy of the article is attached.

News releases were sent out regarding the record ridership during the 2007-08 FY. Any articles that those releases stimulate will be presented at your meeting.

Gift Bags on Buses

As mentioned to you in one of my periodic updates, YARTS joined with American Park Networks (APN - the folks who print the green Yosemite Guides) to distribute granola bars and hiking maps, both provided free by Nature Valley. Nature Valley is a subsidiary of General Mills.

YARTS and APN went together to purchase printed bags that the granola bars and tourist information are inserted into for distribution to riders on YARTS. Bags, bars and hiking maps also went to Visitor Centers in Merced, Mariposa, and Mammoth Lakes (who shared theirs with Lee Vining). The bags include the YARTS logo on both sides along with those of other sponsors of the effort.

Part of the consideration of YARTS participation in the distribution effort was a free ad in the Yosemite Guide (pg. 65).

Our cost in this effort is for a portion of the purchase price of the printed bags and the labor costs of assembling the materials into the bags. All other materials were free.

We will provide each of you with a bag filled as it goes to visitors at your meeting.

A Bonus: During the recent fires in Mariposa County, YARTS donated eight cases of the granola bars, about 1200 pieces, to the firemen who were working the fire lines. According to the fire department auxiliary, the bars were very well received as the firemen could take them into the field for some quick energy.

YARTS.com

The YARTS website continues to operate and is being remodeled and upgraded. The website provides a valuable link to the entire world and generates a significant amount of contact between prospective riders and YARTS staff.

Tracy, the MCAG Webmaster, got a later than expected start on this effort, but it is moving ahead and will be done this year. It will be much more organized than the existing one, have more photos and more relevant information for people coming to the Yosemite region.

Email

Staff handles email questions almost daily, presumably generated by our advertising efforts and by the web site. The emails come from all over the world, but principally Japan, China, Australia, New Zealand, the United Kingdom and the U.S., of course.

One of the emails recently received from Israel was highly complimentary of Robin Lamas, who was the responder in this case. A copy of that email is attached.

REQUESTED ACTION

For information and discussion.

Attachments: Email from Anat Amely, Israel
Letter from Chowchilla Mountain Women's Club
Mammoth Times article

MEMORANDUM

DATE: JULY 25, 2008
TO: YARTS JOINT POWERS AUTHORITY
FROM: DICK WHITTINGTON, TRANSIT MANAGER
RE: MANAGER'S REPORT

Conflict of Interest Filing

At the April meeting, a question arose about whether or not members of the AAC were required to make Conflict of Interest filings in the same way that Board members are. Staff checked with YARTS legal counsel and was told that, so long as the AAC members are advisory only, not actually setting policy or making policy decisions, that the filing was unnecessary.

Midpines Park and Ride

You will remember that YARTS is seeking a more formal agreement with Mariposa County for the use of the Midpines County Park as a Park and Ride facility. In a recent conversation with Mariposa County CAO, Rick Benson, I was asked to provide a framework document that an agreement could be crafted out of. I will be preparing that very shortly.

Budget Amendments

So many changes have taken place this year that it is a certainty that the budget you approved in April will have to be amended. I will be working on getting the figures together for your October meeting.

Fare Increase Proposal

We believe that the time is correct for a discussion of a possible fare increase. There simply was not time to bring it forward in August, but I will be a preparing a presentation for your October meeting.

YARTS First Accident

For the first time in the eight-year history of YARTS an accident was reported. The new Prevost was on its way out of Yosemite Valley, heading for Mono County, when a group of motorcyclist came around a corner hugging the center line of the road and leaning into the bus's driving lane. The driver pulled to the right to miss the motorcyclist, but made contact with a granite wall on the right side of the bus. There were no injuries on the bus or to the motorcyclists, who just kept going. VIA says that damage to the bus will exceed \$10,000 in bodywork.

Passengers on the bus gave statements about the accident saying that the driver's quick action probably saved the life of one or more of the cyclists.

The accident occurred on the day that a reporter for the Mammoth Times was riding on the bus to do a story about YARTS. She concurred with the others giving statements. Her story is included with the Marketing staff report.

A few words about good news

It has been a while since we have had a lot good to talk about. I was really ready for some good news and it is finally coming.

We set a ridership record this year under very difficult conditions.

Employee ridership appears to be surging back with the use of the larger buses.

Prospects for setting a new ridership record in 2008-09 appear very good right now.

Revenue from ridership is up significantly over last year.

The grant funding for our new buses is finally available through an understanding with FTA.

The new detour bridges are open and we have returned to the use of larger buses.

Traffic delays of up to 30 minutes, from the emergency road construction in the park, have ceased.

We are going to continue to face challenges with the price of fuel continuing to increase and the economy seeming to have lost its way for a while, but the current lull in bad news is a welcome respite.

REQUESTED ACTION

For information and discussion.

**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS) JOINT
POWERS AUTHORITY**

Minutes

August 4, 2008

The regular meeting of the Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority held Monday, April 7, 2008 at the Town/County Conference Room, 437 Old Mammoth Road, Suite P, Mammoth Lakes, CA, was called to order at 1:07 PM by Commissioner Vikki McGee-Bauer.

MEMBERS PRESENT

Vikki McGee-Bauer, Mono County Supervisor
Dian Fritz, Mariposa County Supervisor (via teleconference)
Mike Nelson, Merced County Supervisor

MEMBERS ABSENT

None

OTHERS PRESENT

Dick Whittington, YARTS staff
Gwen Plummer, Mono County Staff
Marty Nielson, National Park Service
Denise Demery, VIA Adventures
Kenneth Gosting, Transportation Involves Everyone (via teleconference)
Brad Aborn, Mariposa County Supervisor (via teleconference)

2. Introductions

3. Public Comment

Mr. Gosting requested that he receive a full agenda packet for future meetings.

Mr. Gosting expressed concern for the location on Hwy 140 that was used during the recent Telegraph fire in Mariposa County to turn back traffic and suggested that YARTS management should share its perspective on such closures, moving them to a more logical and safer locations.

Mr. Gosting noted that there had been some confusion on the part of YARTS drivers who were making the reverse loop through Midpines during the fire emergency about who would pick up waiting riders and suggested an emergency protocol be written and agendized at a future meeting.

Mr. Whittington said that Mr. Gosting had made him aware of the situation previously and that it had been taken care of already.

4. Minutes of the April 7, 2008 YARTS Joint Powers Authority meeting

Commissioner Fritz moved to approve the minutes of the April 7, 2008 YARTS Joint Powers Authority Meeting.

Seconded by Commissioner Nelson.

MOTION CARRIED UNANIMOUSLY.

5. Information/Discussion Only

- a. VIA Monthly Service Reports for March 2008 – June 2008
- b. Ridership History by Fiscal Year – Hwy 140 and Hwy 395/120 East
- c. YARTS Revenue History by Fiscal Year

So noted.

6. Grant funding Update

So noted.

7. Cooperative Agreement Between YARTS and the National Park Service (NPS).

Commissioner Nelson noted that the Cooperative Agreement between YARTS and the National Park Service must be signed by October 1, 2008. The agreements are currently at the NPS regional office for approval. There are no changes other than the amount of \$300,000 from prior year agreements.

Commissioner Nelson moved to approve the Cooperative Agreement between YARTS and the National Park Service in Yosemite and authorize the YARTS Executive Director to sign the Agreement as long as there are no other changes. If any changes are proposed to the agreement then the YARTS Joint Powers Authority will hold a special meeting to approve or disapprove the changes.

Seconded by Commissioner Fritz.

MOTION CARRIED UNANIMOUSLY.

8. Revision of Staff Report- “A More Regional YARTS”

This item was tabled until later in the meeting until Mr. Gosting had a chance to review the changes.

Mr. Gosting reviewed the changes and then noted the accompanying Strategic Plan was not attached. Mr. Whittington noted that it was in the original report and not a part of this staff report. Mr. Whittington explained he had corrected the original report as requested.

Mr. Gosting had an issue with the "Perspective" section. He remembers more people were against YARTS. The staff report appears to note twenty-seven were for YARTS and three against. Commissioner McGee-Bauer did not feel the report said that, and noted that the Commission has no obligation to correct minutes that were already approved. She noted that it was Mr. Gosting's opinion that more than three people were in opposition. The changes Mr. Whittington made to the staff report were that *Mr. Gosting, Lou Aceto and three tour bus operators* were against the expansion. Mr. Whittington suggested that the words "and others" be added to the sentence to reflect a more negative view. Mr. Gosting accepted the suggestion and the Commission approved the changes to the minutes.

Marty Neilson noted that Mike Tolfson recently met with the staff of the Fresno Chamber of Commerce and the Visitor's Bureau. They are interested in establishing YARTS service from Fresno to Yosemite.

9. VIA Hourly Service Rate Increase

Mr. Whittington noted that last April the Commission approved an increase in the service hour rate based on the increased cost of fuel, which went into effect May 1, 2008. At that time the increase for the CPI increase, which is part of the contract, was put off until Mr. Whittington could get the April through April CPI comparisons which are now available. There are two requests before the Commission; 1) Increase the service hour rate based on the increase in the CA Consumer Price Index (CPI); and 2) Increase the service hour rate due to increased fuel costs between March 2007 and March 2008. VIA is asking YARTS to revisit and approve a second increase based on the fuel increase. The VIA contract states, that if the total cost of fuel increases or decreases by 15%, a change can be requested.

The CPI stated by the State of California does include gasoline costs and Mr. Whittington has called the State to find out what influence of fuel cost has on the CPI. He has not received an answer as yet. Once staff has that information they may have to adjust the CPI figure to deduct the fuel portion out of the CPI if the fuel increase today is approved.

Ms. Demery reviewed the documentation in the packet, and explained how they arrived at the costs associated with the rate increase.

Commissioner Nelson moved to approve the VIA hourly service rate increase.
Seconded by Commissioner Fritz.

MOTION CARRIED UNANIMOUSLY.

10. Hwy 140/ Use of Larger Buses

Mr. Whittington noted that YARTS is now able to use the larger buses on the runs where demand requires it and uses smaller buses where possible to reduce costs.

Commissioner Fritz thanked Denise Demery and Dick Whittington for the bridge grand opening, and noted that this was the first time that a seated Governor has visited Mariposa County.

11. YARTS Marketing

Mr. Whittington gave a review of the YARTS marketing that is currently being used. He handed out “goody” bags provided by the American Park Network that are being distributed in Mono, Mariposa and Merced counties on the YARTS bus routes. Nature Valley provided granola bars and trail maps to be included in the goody bags.

Mr. Whittington stated that he is working hard on the possibility of a corporate sponsor. He will keep the Board informed of any progress.

Ken Gosting stated Arcadia National Park in Maine has a corporate sponsorship, which is working well and encourages YARTS to get corporate sponsorships if possible.

12. Manager’s Report

Dick Whittington gave a review of the staff report.

Commissioner Bauer noted that the fare increase proposal needed to move forward and that the last fare increase was approved three years ago with the final increase from that approval being operational in November.

Commissioner Fritz proposed a discussion for a future meeting to increase the number of people on the YARTS Board.

So noted.

13. Oral Report - National Park Service Report

- Marty Neilson gave thanks to YARTS, to Dick, and to VIA for their efforts to maintain the schedules during the Telegraph fire.
- Curb replacement Southlake Drive will have impacts to later runs.
- Power line replacement in the Narrows will cause a four-day period of construction delays.
- In the process hiring a contractor to assist in a Transportation Study in the fall for the park.

- Visitation up overall for the year. July 5, 2008 was one of the biggest visitor's days in quite a while.
- Occupancy stayed high during fire.
- The NPS planning process could take a year or more.

14. Board of Commissioners Remarks

So noted.

Please note - Next Meeting is October 27, 2008 in Mariposa not Merced

THERE BEING NO FURTHER BUSINESS OF THE YARTS JOINT POWERS AUTHORITY, THE MEETING WAS ADJOURNED AT 2:19 PM.