

I am writing this as a follow-up to your excellent discussion on Item #10.2 -Transit, 5 October, 2022. As the former chair of the Mobility Commission, current vice-chair of the YARTS Advisory Committee, and former Town appointee to the Local Transportation Commission, I remain vitally interested in our public transit system. During the public comment period, I was on hold to make my comments, but unfortunately not connected. I am a bit late in submitting my comments but feel that they are still relevant, as this is an ongoing search to improve our service to the public.

- **YARTS and other long-distance services:** I agree that the stops for these services should be reevaluated. However, rather than make the decision to do so without further coordination with YARTS, as the Vice Chair of the YARTS Advisory Committee I would advise doing so after the AAC conducts a review of its stops in the town and makes its recommendations to the Joint Powers Authority (JPA) Board. We have done so in past years, and thereby improved service to our traveling visitors and locals. This valuable service provides our national and international visitors a chance for a day-long visit to Yosemite Valley while returning to Mammoth, and is undergoing service cuts due to budgetary constraints. Recognizing YARTS' importance to our community and the Eastern Sierra is very important.
- **Old Mammoth service:** unfortunately, the majority of Old Mammoth is vastly unserved. We have many full-time residents who live in this section of town, and the old Grey Line with a cutaway bus served more of that area many years ago than it now does, when the turnaround was at the bottom of Red Fir. The Mobility Commission investigated and addressed safety concerns at that turnaround, which also satisfied Red Fir neighbors who originally were fearful of a scheduled bus route on their street. Unfortunately, it was dropped after only a few years, not allowing ample time for ridership to improve; budget concerns may also have been an issue. The later proposed turnaround on Woodmen was controversial and would have served less of the population than the earlier route, both of which were noted by the public (Zoom) commenter. Now, with a newly relocated end of route bus stop, we serve even fewer residents, and even the mobile home park residents must walk more than a quarter mile. It appears that the proposal to split the Grey and Purple Lines may offer a chance to reinstitute that service, at least up to the lower Red Fir turnaround. Perhaps a consideration might be the Valentine Reserve driveway turnaround, if they haven't been approached. As Councilmember Wentworth noted, the summer recreation service to Mill City is probably many years in the future.
- **Micro-transit:** for those unfamiliar with this type of service, it involves using smaller, van-like vehicles like Uber or Lyft. It has proved very successful in the No. Lake Tahoe region, and most recently So. Lake Tahoe launched "Lake-Link". It is a free on-demand service, with drivers receiving tips to increase their stipend, and ESTA's advantage is that drivers have the same license as you and I, and therefore can be hired within the community at less cost to ESTA. They do not have a fixed route, and thus would be able to serve the large, unserved area comprising Old Mammoth, which stretches far back on both sides of Old Mammoth Road. It could also be a practical solution to our large condo complexes, resulting in a "park once" solution, taking many vehicles off the road. As the CRC comes into use, this "mini-mobility hub" might be a good connecting area for the Old Mammoth micro-transit vehicles, requiring fewer vehicles and drivers. Supervisor Corliss, Mayor Salcido, Councilmember Wentworth, and the

Zoom commenter also spoke favorably about micro-transit. Kudos to ESTA Executive Director Moores for testing this concept as a pilot program in Bishop.

As Stacy Corliss, Mono County Supervisor for Old Mammoth noted, we have been hearing about instituting an Old Mammoth route for more than 6 years; I believe it is time to involve the residents in the solution, not just present them with what the Town thinks best. The Mobility Commission was instrumental in listening to the public with highly publicized transit conversations twice a year as we fine-tuned our transit routes. I believe that the Planning Commission adopted semi-annual transit items as one of its charges, but I haven't seen anything about those sessions in the "Community Updates" or other notices. I suggest that the Town Council put the Planning Commission in charge of conducting and publicizing future transit workshops, as a less formal Town Council/Staff forum.

If reinstituting service takes more Transit Occupancy Tax (TOT) funding, then perhaps it is time to change the Measure A formula to be more equitable for both our Transit and Housing partners (ESTA and MLH). I am among those who feel that ML Tourism (MLT) has done a wonderful job of increasing tourism over the years, but now that we are "on the map" it is past time to recognize our other two partners who have been overlooked in our annual allocation of TOT.

Thanks for beginning the transit discussion; now let's involve the affected public and other agencies in workshops before going to our more formal procedures.

Sandy G. Hogan

Sandy Hogan, 27-year resident

Cc: Phil Moores, ESTA Executive Director
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