

Mono County Local Transportation Commission

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PO Box 8
Bridgeport, CA 93517
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AGENDA

March 9, 2020 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport
Call 1-669-900-6833, enter meeting number 760-924-1815

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of February 10, 2020 – **p. 1**
 - B. Consider minutes format
4. **CALTRANS:** Activities in Mono County & pertinent statewide information
5. **LOCAL TRANSPORTATION**
 - A. Mobility Hub update (*Verbal report by Haislip Hayes*)
6. **TRANSIT**
 - A. Yosemite Area Regional Transportation System (YARTS) update
 - B. Eastern Sierra Transit Authority (ESTA)
 1. LCTOP (Low-Carbon Transit Operations Program) 2019-20: Receive staff report and provide any desired direction to staff – **p. 6**
 2. Approve Resolution R20-04 committing unallocated STA (State Transit Assistance) funds for ESTA: Receive staff report and provide any desired direction to staff – **p. 10**
 3. Approve signature of the letter of commitment of the balance of STA funds and letter of support for the Bishop operations facility: Receive staff report and provide any desired direction to staff – **p. 12**
7. **ADMINISTRATION**
 - A. Receive and accept LTC audit report ending June 30, 2019 (*Megan Mahaffey*) – **p. 15**
 - B. Adopt formal Amendment 01 to Mono County Overall Work Program (*Megan Mahaffey*): Receive staff report and provide any desired direction to staff – **p. 56**
 - C. 2020 STIP and MOU project update (*Gerry Le Francois*): Receive staff report and provide any desired direction to staff – **p. 59**
8. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes (verbal)
 - B. Mono County (verbal)
 - C. Caltrans presentation

More on back...

COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

9. **COMMISSIONER REPORTS**

10. **ADJOURN** to April 13, 2020

***NOTE:** Although the LTC generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Local Transportation Commission encourages public attendance and participation.

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the commission secretary at 760-924-1804 within 48 hours prior to the meeting in order to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

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DRAFT MINUTES

February 10, 2020

COUNTY COMMISSIONERS: Jennifer Kreitz, John Peters (via video), Fred Stump
TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, John Wentworth
COUNTY STAFF: Gerry Le Francois, Garrett Higerd, Megan Mahaffey Michael Draper, CD Ritter
TOWN STAFF: Haislip Hayes
CALTRANS: Brent Green, Austin West
ESTA: Phil Moores
PUBLIC: Rhonda Duggan, Allison Page

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair Lynda Salcido called the meeting to order at 9:01 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to the flag. The meeting was paused to honor MMSA founder Dave McCoy, who passed at age 104 last Saturday.

2. **PUBLIC COMMENT:** Allison Page, local citizen, cited federal money for streets, noting accident on Davison Road in Mammoth where three more cars hit same car. Steepest road open in winter. One section is full-on treacherous, scary icy. Try to close on weekends. So many not prepared for that road. Could get petition. Has seen cops come out, fall on ice. Should be first road fixed.

3. MINUTES

MOTION: After 25-minute delay due to technical difficulties, approve minutes of Jan. 13, 2020, as amended: 5A) Wentworth: ~~Recreational partnership~~ **A sustainable recreation and tourism initiative**; 6A): ~~mobility element~~ **opportunities for transit funding**; wording not trap us into **incompatible** infrastructure; 6C): Visit California effort to promote ~~tourism~~ **destination stewardship**; ~~\$29,200~~ **\$19,200**; 7A) ~~Flex~~ **McFlex** parcel (Hogan/Kreitz. Ayes: 6-0.)

Hogan: Start rephrasing. Salcido: Changing context of conversation. Wentworth: Disagreed with minutes. Stump: BOS shifted to action minutes. Granicus available. Go to action minutes, make recordings available. Salcido: Meet with Le Francois and Ritter, work with IT. Le Francois: Always on Mono website. Wentworth: Get Granicus.

MOTION: Approve tabled minutes of Dec. 9, 2019, as amended: Item 4): Large ~~is~~ **projects are** cheaper. Additions: Comments from Wentworth and Kreitz. (Stump/Kreitz. Ayes: 6-0)

4. CALTRANS

A. **Activities in Mono County & pertinent statewide information:** Brent Green attended safety summit with contracting industry, 100 attendees, engineers from Caltrans, main emphasis was safety in work zone. Initiatives last year made mandatory speed drop 10 mph in construction zones. Maybe traffic control on one side, buffer lane. Into groups to prioritize what industry looking for: 1) more full closures. CHP stops 20-25 minutes, none to protect project; 2) Intrusion alarms if cone hit; and 3) operators of heavy equipment need proximity detector. Big Caltrans topic is homelessness (individuals experiencing homelessness), may be living in car. Caltrans has excess land, property within ROW can lease for \$1. Push for opportunities for people. Bishop's Nazarene Church parking lot for overnight stays. Perhaps Caltrans at rest stops, maintenance facilities, park-and-ride sites. Focus on Caltrans away from highways. Goals: Leaders in climate

COMMISSIONERS

Jennifer Kreitz Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

resiliency statewide. Reducing GHG, vehicle miles traveled, access to central services, and multi-modality. Disparity/inequality in workforce.

Stump: Painting entire state with same brush will not work. Local demographics will drive what happens. NE Modoc different breakdown from LA. *Green: Mono has highest average age of any county in state. Recognize that things not all painted with same brush.*

Wentworth: State involved in Regions Rise Together. Define idiosyncrasies.

Stump: Tribal members under-represented. *Hogan: Recruitment involves lack of affordable housing.*

Kreitz: Commended Caltrans for effort. Start at top. Not just race and gender, also LGBTQ.

Green: Construction at Bishop main office for ev chargers. Also, Boron, Coso, Independence rest area.

Rest areas? *Green: Only one now in Independence. Grassy area might fit nine vehicles. Not talk about Crestview yet. Map goes live this week.*

Wentworth: Only Teslas can get from Mammoth to LA. Some talk of Coso Junction. Need to do things in Mammoth.

5. LOCAL TRANSPORTATION

A. **Local Transportation Account (LTF) projections for FY 2020-21:** Megan Mahaffey noted standard information item funded through sales tax. Allocations based on projections. 71% to ESTA, 5% to YARTS, 4% to Mono County Social Services for medical transport in Mono. Less than 4% is allocated and used on mandatory audit and administrative expenses.

Stump: Every month has lower revenue projection. Curious why. *Mahaffey: Use conservative 10-year loan average, just math. If no actual, use last two years. Trend shows wiggle room.*

Stump: 10-yr average for 2020-21, and two year average for Feb-June 2019-20? *Mahaffey: Yes.*

B. **Historic use of LTF funds and reserves:** Megan Mahaffey responded to questions. Across-board allocation is based on percentages. Reserve not used unless projections are off. Used for 2017-18 fifth day of Dial-a-Ride in Walker. Something not covered by current services. Never used LTF for capital projects. Never roll over reserve. If unused, into allocations for following year.

ESTA buses? *Encouraged through STA (State Transit Assistance). Never really supported.*

Stump: Excluded as capital outlay project? Tap reserves... in June.

Blend of state and federal money? *Mahaffey: State. Work well as region. Remote rural, transportation essential.*

Wentworth: Anticipating capital needs, airport to Bishop, get proactive. Resources available. Caltrans truly effective State agency getting funding resources.

Kreitz: Not used LTF for capital, a lot of change is coming, ev for transit fleet. Consider strategic change to use funding to capital for changing mandates. Perhaps in June 2020 look at ev by 2040, State goal. Start to program some money for pilot. No ev in our region except YARTS on west side.

Hogan: Purchased vehicles years ago, ready to retire.

Wentworth: RTP with air service in Bishop. Need to move a lot of people. *Le Francois: ESTA has infrastructure plan, can allocate resources.*

Kreitz: Potentially change way things done.

Transport from Bishop to Mammoth? *Le Francois: JPA (Joint Powers Authority) does transit (Town, Mono, ESTA). New demand for service.*

Hayes: Reach out to Mammoth Lakes Tourism.

Wentworth: Airports vs air service rep from Urdi and ESTA. *Kreitz: ESTA board asked Moores to collaborate with Urdi.*

Stump: Current ESTA service is priority. Not want to unnecessarily plop that onto ESTA's plate and suddenly degrade service. Inyo relies on funding to support, needs to be a player. Flexibility to backstop projects for Town.

Kreitz: Think where things are in 2020 and how to adopt modifications. *Mahaffey: Use within three-year time frame. Agenda: ESTA strategic plan in April or May. Not shift standard for capital expenditure. Upward economic cycle now. LTC does not have more allocations in June than will have funding in February.*

6. TRANSIT

A. Yosemite Area Regional Transportation System (YARTS) funding requests:

1. **Annual funding increase to YARTS:** Gerry Le Francois noted three potential actions: 1) \$5,000 annual increase to \$40,000; 2) funding for October service; and 3) amend resolution from June.

Cindy Kelly has hold on Mammoth schedule. \$5,000 brings Mono up to \$34/hr. Eliminated Tuolumne shuttle, made extra full runs to Yosemite. Keep that. Item B: Pilot for one year. No cost if not operating. YARTS not profit from it. June 15 to Oct. 15.

Hogan: Five years ago, above average; below now. \$5,000 puts Mono a little above average \$5,000 needed now or next fiscal year? *Kelly: Nov. 1 contract went up. Looking to get ASAP. Invoice to Mono in June.*

Stump: Tap into current year's reserve for \$5,000, set aside. *Kelly: Could invoice in July.*

Mahaffey: Cannot set aside any allocations for 2020-21 today as there is a formal process.

Stump: 2020-21 budget would have \$40,000, etc. *Mahaffey: The request needs to come back in a claimant letter in May for 2020-21 funds. The resolution for 2019-20 allocation can be amended, pulling funds from reserve. Not for future years.*

Days of service with \$40,000? *Kelly: 123 days.* Hogan: Switch from weekend only in June and September? *Kelly: Switched to daily service. Gave to East Side instead of Department of Interior.*

MOTION: Accept item 11 from Resolution R19-05A for an additional \$5,000 in funding for YARTS from fiscal year 2019-20 LTF reserves. New YARTS annual funding is \$40,000. (*Hogan/Wentworth: Ayes: 6-0.*)

2. Increased funding request for YARTS October service: Cindy Kelly affirmed next fiscal year. *Mahaffey: Can't allocate funds for next fiscal year. Needs claimant process. Come back in September.*

How was last October paid? *Kelly: Started late in July, paid 123 days, extended a month.*

\$19,200 from current reserve? *Le Francois: Kelly needs for contractual needs.*

In next fiscal year? *Salcido: Start early June, extend through October.*

Kreitz: \$19,200 doesn't consider rate payers. Seems like gross cost, how get to net cost? *Kelly: Summer seasons don't follow fiscal years. Anticipated cost for additional days not factoring in ridership. Farebox calculated on running year-round on Hwy. 140, etc. Anticipated farebox could go into operations. If not included, would be significant cost. \$160/hr includes passengers (600/two weeks).*

Mahaffey: Why not use reserves? *Le Francois: Service may not start until October, into new fiscal year.*

Stump: \$19,200 from reserves as line item in 2020-21 budget. Not know opening day, if use full amount. Roll that piece into line item. *Mahaffey: 2020-21 allocations need to go through the formal process with claimant letters. Reserves can be used for Capital projects if allocated for a specific project at original June allocation date. Capital projects have three years to use reserve and then get rolled back into allocation process.*

647 riders? *Kelly: 26 days.*

Hogan: Truly a pilot. Never heard county asked to pay for its own pilot. Amend NPS for three years. Not set precedent for NPS to go to counties for money. *Kelly: Answer is no. YARTS funded through gate fees. Looking at reducing its percentage, looking at maintenance backlog. Already discussed NPS funding.*

NPS subsidy for Tuolumne? *Kelly: \$600,000 for three buses. If drop, shift money to Mono. Mono's subsidies lowest in whole system. Shifted to two routes. Put Mono in for Oct. 31, figure funding. Not set precedent. NPS not going after Tuolumne's free ride.*

Kreitz: 15 days = 379 riders for \$51/rider. Maybe better way. Maybe June 15 - Oct. 15 as pilot see how that works. Mono has to be fiscally prudent. Respond when time comes to actual figures, actual happenings.

Wentworth: Pay attention to feds. Mechanisms for autumn. Maybe allocate \$10,000 now if needed.

Mahaffey: Can use current reserves from 2019-20 on transit once original allocation is done in June, not capital. Allocate set amount aside for YARTS. *Kelly: Schedule solidified this week.* Mahaffey: Set aside for specific thing; if not needed, back into next year's allocation.

Peters: Publishing schedule has unknowns. Caveat with intent to provide service, maybe other factors come into play. Schedule through Oct. 15, look at options.

Kelly: Contract with Department of Interior Monday. Contracts every April. Summer schedules online in November. International travelers plan in advance. Intend to meet schedules. NPS pays nearly 50% of YARTS budget.

Salcido: Push beginning to June 15, no additional funding, or full June 1 - Oct. 15. *Kelly: June 1 to Sept. 30 currently, change dates to June 15 - Oct. 15.*

Hogan: Knows how federal agencies work, could find money.

MOTION: June 15 - Oct. 15 pilot with same number of operating days (123) at no additional cost to Mono LTC (*Kreitz/Wentworth. Ayes: 6-0.*)

Stump: Haven't heard from ESTA. OK to move season? Not comfortable.

Duggan on behalf of Mammoth Lakes Tourism: Let people know about it. Not enough people knew of later option. Internationals planning trips now have to know transportation is available. MLT can advertise it's available.

B. Eastern Sierra Transit Authority (ESTA):

1. **STA funds:** Phil Moores noted revised motion on prior resolution.

Inyo LTC participate? *Not address Inyo piece. Could do split.* Kreitz: Ask Inyo to split for real collaboration. *How much money?* \$8,000 to \$10,000.

MOTION: Approve Resolution R20-02 committing STA funds as local match to federal grant applications (*Hogan/Kreitz. Ayes: 5. Absent: Wentworth.*)

2. **5311 projects:** Phil Moores described projects.

MOTION: Approve Resolution R20-03 the federal fiscal year 2020 Section 5311 Program of Projects with ESTA as subrecipient of \$85,976 in federal funds and authorize the LTC co-executive director to sign the certifications and assurances for operating assistance for general public transit services in Mono County (*Stump/Hogan. Ayes: 5-0. Absent: Wentworth.*)

3. **California Association for Coordinated Transportation (CALACT) overview matrix of transit-related bills:** Phil Moores did not know details of all bills but wanted to make LTC aware of big organization of rural transit agencies. Resource where can call in, listen to experts on bills, how affect Mono.

Is Caltrans a member? *Moores: All rural transit agencies, vendors. Biggest transit organization in state, politically influential, relevant to what LTC does.*

Advocacy group? *Moores: Yes. Le Francois: Goes back to LTC direction, relying on RCTF (Rural Counties Task Force). Not tracking stuff. Mechanism to stay up-to-date.*

Salcido: Add to other agencies like RCRC (Regional Council of Rural Counties), etc.

Moores: CALACT may hear our voice. TDA reform happening, will change farebox recovery so not threaten revenue. LTF = sales tax, STA = fuel tax (declining). Transit is what ESTA does. Transportation much broader. As road charge gains momentum as revenue source, make sure transit is part of it. Replacement for STA fuel tax. Maybe another letter.

Stump: Many constituents have to drive old clunkers, disadvantaged communities, live where can afford to live. Charge them mileage to get to market? Ill-conceived for rural CA. Mono has employees who commute from Chalfant.

Advocacy for rurals? *Stump: RCRC. Get some modifications for those with no other option.*

Hogan: Most people don't understand that roads cost money.

Moores: Spoke with Breckenridge on ev temperature and terrain. 40' bus carries 25-30 passengers. Not ready to go into ev in Mammoth. Some dual engine options. Took GPS device on Mammoth routes, returned for temperature, elevation, duration evaluation of how equipment matches up with actual routes. Maybe next year.

Hogan: Fresno YARTS changed incompatible infrastructure. Make sure things match. We have Tesla, nobody else can plug in. Make sure do it right.

Moores: Electric bus companies fighting for market share. Thirteen 40' buses will die in 2024. First year to apply for purchase is 2024. Retrofitting, engine rebuild. Maybe several new trolleys in next year or so. Operational funds in transit hard to come by. Easier to buy a bus but paying for its operation more difficult. Not oppose YARTS' request but funds are limited. If spend more on one, have less for something else.

Salcido: ESTA doing very good job.

- C. **Schedule for public outreach on transit needs and unmet transit needs:** In March. Sit down with Stump for combined meetings in Tri-Valley. Have SSTAC (Social Service Transportation Advisory Council) (unmet needs side) get together with ESTA and Town. Outreach to ESAA and IMACA through social services. Town component as well. Try to differentiate general transit needs vs traditional unmet transit needs.

Le Francois: At RPACs, consider both.

June Lake? *General transit need. Three pilots never met farebox.*

Le Francois: Sit down with groups. Have Town do process as well, with roles by Le Francois and Moores.

7. LOCAL TRANSPORTATION

A. **Integrating Airport Land Use Commission (ALUC) & LTC** (request from Kreitz): With three airports ALUC is a mandated commission. Current ALUC: Town, Mono, airport manager, public member with aviation experience. The ALUC last met in 2015 for Mammoth Yosemite Airport, Whitmore Track. Mono has layouts, plan updates. Survey in 2011 showed 29 counties with separate ALUCs, more rural ALUCs have combined with another agency. Designated agency component left at staff level. ALUC meets infrequently, hard to convene meetings, public member always problematic.

Stump: Nothing to do with airport planning layout, only potential impact on surrounding areas That's why Whitmore was possible. Green Church owned by State. Hot Creek could fall under this. Other airports County leased or owned. ALUC does not govern uses. Safety, public health and welfare.

Salcido: Ask people to join LTC as public member, someone with aviation expertise.

Le Francois: How big does it get? Hard part if go to Town Council and BOS, public member. Find a pilot or fixed-base operator.

Kreitz: Quorum involved.

Le Francois: Need nine members? Maybe downsize to seven.

Annual or as needed? *Le Francois: Tiny ALUC budget. Meet in May and June.*

Haislip Hayes: Spoke with Grady Dutton, does not support consolidation. Prefers to convene as necessary for specific task. Separation of duties. Bring right people to discuss very specific topic. Dialog with LADWP on land use around Whitmore complex.

Garrett Higerd: Meet to adopt airport layout plans after FAA approval. So little activity. No strong opinion. Benefit to having regular meetings. Somewhat unique.

Hayes: Still same challenges on finding expertise. Keep status quo.

Kreitz: Still need expert, educated players.

Hogan: When tried to save staff time by merging airport and mobility, both went away.

Stump: On ALUC, big player to stimulate activity is Town. OK with Town preference. Given infrequency of meeting, honor Town request.

Peters: Also on ALUC. Purpose to maintain basic housekeeping, annual adoption of plans or budgets. Who would convene in current format to maintain compliance? *Le Francois: County staff, function of County government.*

Kreitz: Streamline to make less cumbersome on Mono staff. LTC already here.

Salcido: Easier to make part of LTC, bring in outsiders, and then done. *Le Francois: LTC meets on regular basis, ALUC only when item exists.*

Similar to unmet needs? *Hayes: ALUC meets only when Town has something. Dutton thinks it's infrequent.*

Kreitz: Cumbersome hence infrequent. Publish another agenda.

Peters: Refer to bylaws. LAFCO bylaws say meet twice/year. Does ALUC have bylaws? *Kreitz: Efficiencies also a factor. Salcido: Defer on how often to meet.*

8. **ADMINISTRATION:** No items

9. **COMMISSIONER REPORTS:** **Salcido:** None. **Peters:** Commended Caltrans for reopening Bodie Road. Signage to deter people from trying to drive muddy tundra to park. Win/win for everybody. **Hogan:** Gave example that roundabouts work beautifully. No progress here in years and years. They work! **Kreitz:** June update to BOS on Tioga Road work (2020), Tuolumne campground (2021). Has contact info on road opening. **Stump:** None.

10. **INFORMATIONAL**

A. **Rural Opportunities to Use Transportation for Economic Success (R.O.U.T.E.S.) initiative**

11. **UPCOMING AGENDA ITEMS:** 1) Draft 2020-21 Overall Work Program; 2) Quarterly reports from Town, County, Caltrans; 3) Mobility Hub update from Town; 4) Civic Center transportation update from County, 5) MOU projects and 2020 STIP update; 6) preference on minutes format

12. **ADJOURN** at 12:09 pm to March 9, 2020

Prepared by CD Ritter, LTC clerk

STAFF REPORT

Subject: Low-Carbon Transit Operations Program FY 2019-20 Funds
Presented By: Phil Moores, Executive Director, ESTA

BACKGROUND

The Low-Carbon Transit Operations Program (LCTOP) is one of several programs that is part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

This program will be administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). The California Department of Transportation (Caltrans) is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

ANALYSIS/DISCUSSION

Eastern Sierra Transit is requesting FY 2019-20 LCTOP funds from both the Inyo and Mono County LTCs to fund three projects: continued expansion of the Mammoth Express fixed-route service with updated service times, reduction of the 10-punch pass prices on the Mammoth Express, and the purchase of one electric paratransit van to be used in Bishop dial-a-ride service and infrastructure.

The expansion of the Mammoth Express route would provide an additional northbound run departing Bishop at 6:45 am to permit passengers to arrive in Mammoth in time to work a Monday through Friday 8:00am to 5:00pm shift, and additional southbound run departing Mammoth at 7:05pm to permit passengers who work later shifts (beyond 5:00pm), or who wish to stay in Mammoth for the early evening hours for shopping, dining or socializing, to travel back to the communities of Crowley Lake, Tom's Place or Bishop. These trip times have been updated for FY 20-21 to better meet rider needs and to ensure continuation of this funding. Previously these trips took place at 6:50 am and 7:00 pm.

The fare reduction on multi-ride 10-Punch passes on the Mammoth Express routes would be available on all runs on the Mammoth Express route including: the north-bound 6:45am, 7:30am, 1:00pm and 6:10pm between Bishop and Mammoth Lakes; south-bound 7:50am, 2:05pm, 5:15pm and 7:05pm between Mammoth Lakes and Bishop. Under the pass price reduction program, the 10-ride pass price between Bishop and Mammoth Lakes is \$30 (from \$63), Tom's Place to Mammoth Lakes is \$18 (from \$36), and Crowley Lake to Mammoth Lakes is \$15 (from \$27). These amount to approximate 50% reductions from the full-fare multi-ride pass price.

The third project is for the purchase of one electric paratransit van to be used in Bishop dial-a-ride service. The vehicle will be fully ADA accessible and carry up to 15 passengers. This project will utilize four years of LCTOP roll-over funding, state vouchers & incentives, and State Transit Assistance (STA) or State of Good Repair (SGR) funds. The vehicle is anticipated to be purchased in 2021.

FINANCIAL CONSIDERATIONS

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$97,479. The Section 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and fares received during the previous fiscal year, therefore, the LTC's need not allocate or resolve these funds in the same manner as the 99313 funds.

Mono County (99313)	\$ 24,905
Eastern Sierra Transit Authority (99314)	\$ 38,566
Inyo County (99313)	\$ 34,008
Total	\$ 97,479

PROJECT COST

The proposed cost for the projects is detailed below:

Continued Expansion of the Mammoth Express Route

- Operating cost for additional fixed-route service: ~\$48,000
- Expected fare revenue: 2,220 annual passengers at an average fare of \$5.85 = \$13,000
- Required funding

LCTOP (Mono 99313)	\$ 24,905
LCTOP (Mono/ESTA 99314)	\$ 10,095
Fares	\$ 13,000
Total	\$ 48,000

RECOMMENDATION

It is recommended that the Mono LTC approve allocating \$24,905 of FY 2019-20 Low-Carbon Transit Operations Program (LCTOP) funds for the continuation of the expanded Mammoth Express routes. Also, to appoint an authorized agent to complete and execute all documents for the Low-Carbon Transit Operations Program submittal, allocation requests, and required reporting.



**FY 2019-2020 LCTOP
Authorized Agent**

AS THE Co-Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE Mono County Local Transportation Commission
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Gerry Le Francois, Co-Executive Director OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. Click here to enter text.
(Print Name) (Title)

(Signature)

Approved this 9 day of March, 2020



FY 2019-2020 LCTOP Allocation

Lead Agency:	Eastern Sierra Transit Authority
Project Title:	Mammoth Express 2.0 Fixed-Route Service
Regional Entity:	Mono Local Transportation Commission
County:	Mono

Lead Agency: I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, Lead Agency shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Authorized Agent:	Phil Moores
Title:	Executive Director
Lead Agency:	Eastern Sierra Transit Authority

Signature:	
PUC Funds Type:	99313 \$ Amount of 99313 Funds
PUC Funds Type:	99314 \$ \$10,095

Contributing Sponsor(s): The contributing sponsor is an entity that passes funds to the Lead Agency to support a project. The contributing sponsor could be the regional entity (PUC 99313) passing their funds to a recipient agency within their region or a recipient agency (PUC 99314) passing their funds through to either a regional entity or a recipient agency within their region. The contributing sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) they are contributing the project. Sign below or attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional Contributing Sponsors.

Authorized Agent:	Gerry Le Francois
Title:	Co-Executive Director – Mono County Local Transportation Commission
Lead Agency:	Eastern Sierra Transit Authority

Signature:	
PUC Funds Type:	99313 \$ \$24,905
PUC Funds Type:	99314 \$ Amount of 99314 Funds

STAFF REPORT

Subject: Unallocated STA Funds
 Presented by: Phil Moores, Executive Director – Eastern Sierra Transit

BACKGROUND

In the year's FY 2013-14 and FY 2016-17 there were portions of State Transit Assistance funds held in account for ESTA. These funds are available for high-priority regional transit activities. In addition to these funds, interest continues to accrue. The FY 13-14 funds were returned to the Commission and require LTC approval for use. The FY 16-17 funds will be returned to the Commission unless spent on capital purchases before June 2019.

The record and balance of funds as of January 29, 2020, are as follows:

Capital Restricted STA Held by LTCs	PUC	Allocation Amount	SPENT	Balance
Mono- STA 13/14 - 99313	99313	\$ 77,893.00	\$ 9,158.58	\$ 68,734.42
Mono- STA 13/14 - 99314	99314	\$ 111,953.00		\$ 111,953.00
Mono -STA 16/17 - 99313	99313	\$ 47,021.00	\$ 12,843.86	\$ 34,177.14
Mono -STA 16/17 - 99314	99314	\$ 92,608.00		\$ 92,608.00
Mono Interest as of 1/29/2020			Interest	\$ 16,634.30
			Total Mono STA:	\$ 327,722.86

ANALYSIS/DISCUSSION

ESTA will use these funds as match moneys on successful grant applications. However, we are upgrading our server and network and are requesting the use of these funds for that purpose as well.

RECOMMENDATION

The Commission is requested to approve Resolution R20-04, approving the commitment of the balance of STA funds. If these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles, cameras, network and server upgrades, or the Bishop operations building project.

**RESOLUTION R20-04
RESOLUTION APPROVING THE MONO COUNTY LOCAL TRANSPORTATION
COMMISSION AND EASTERN SIERRA TRANSIT AUTHORITY
COMMITMENT OF STA FUNDS AS LOCAL MATCH TO
FEDERAL GRANT APPLICATIONS**

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and has received State Transit Assistance funding through California Public Utility Codes 99313 and 99314;

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, if these grants prove unsuccessful, the funds could be used toward future grant applications for vehicles, cameras, network and server upgrades, or the Bishop operations building project.

NOW, THEREFORE, BE IT RESOLVED by the Mono County Local Transportation Commission that the fund recipient (Eastern Sierra Transit Authority) agrees to comply with all conditions and requirements set forth in the Certification and Assurances documents and applicable statutes, regulations and guidelines for all federally funded transit projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the ESTA Executive Director be authorized to execute all required documents of the grant programs and any amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT FURTHER RESOLVED that this resolution revises Resolution R19-02, wherein, the unused funds were authorized only for future vehicle and camera purchases, network and server upgrades, and the Bishop operations building project.

PASSED AND ADOPTED this 9th day of March 2020 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Lynda Salcido, Chair

Approved as to form:

ATTEST:

Christian Milovich, Assistant County Counsel

CD Ritter, Secretary

STAFF REPORT

Subject: Bishop Operations Facility - Letter of Support and Commitment
 Presented by: Phil Moores, Executive Director – Eastern Sierra Transit

BACKGROUND

ESTA is working toward funding a new operations facility in Bishop. Part of the effort is applying for FTA 5339(b) grant funds. The attached letters demonstrate support for our project and commit funds toward matching grant awards.

The planned use and balance of State Transit Assistance funds held in account for ESTA as of January 29, 2020, are as follows:

STA Fund Balance:	\$328,000
Network/Server:	\$20,000
Bus Match 5339(a):	\$170,000
Balance:	\$138,000

ANALYSIS/DISCUSSION

With the commercialization of the Bishop airport, ESTA is being displaced. The current facility has also been too small since 2002, when ESTA first occupied the space. The amount of \$138,000 is requested for commitment to the building project.

RECOMMENDATION

The Commission is requested to approve signature of the letter of commitment of the balance of STA funds and the letter of support for the building project.

March 9, 2020

March 1, 2020

Dear Grant Administrator:

On behalf of The Mono County Local Transportation Commission, I would like to express my support for the Eastern Sierra Transit Authority's FTA 5339 grant application. As expressed in ESTA's Inyo-Mono Counties Coordinated Plan, page 43, there is a need for expanded transit facilities for ESTA in both Bishop and Mammoth.

ESTA continues to grow its services throughout Inyo and Mono counties causing it to outgrow its current administrative facilities. A new administrative building will allow ESTA to improve its overall system performance and have adequate facilities to provide training and assistance in its Consolidated Transportation Services Agency (CTSA) role for Inyo and Mono counties and to grow to meet the transit demand of the region

As a member of our community, and an elected official, I can attest to Eastern Sierra Transit's dedication to serving the needs of the Town of Mammoth Lakes. ESTA staff understands the needs of our community and provides the highest quality service to the entire region.

Sincerely,

Lynda Salcido
Chair, Mono Local Transportation Commission

March 9, 2020

March 9, 2020

Federal Transit Administration Office of Program
Management
Bus & Bus Facilities Infrastructure Program 1200 New
Jersey Ave, S.E.
Washington, DC 20590

Subject: Letter summarizing funds that have been allocated to Eastern
Sierra Transit Authority that are eligible for use as non-federal grant match

Dear FTA Program Manager,

The goal of this letter is to summarize those California state funds that the Mono County Local Transportation Commission (MCLTC) has allocated to the Eastern Sierra Transit Authority (ESTA) that are eligible to be used as non-federal matching funds for ESTA's FTA Section 5339 grant application to construct an administrative and operational headquarters at the Bishop Airport. These matching grant funds come from the State Transit Assistance program.

State Transit Assistance (STA)

The MCLTC has allocated STA to ESTA for capital expenditures. These funds are eligible for expenditure on any transit facility capital project. None of these funds have been expended to date.

From this California State funding source, ESTA has a total of \$138,000 of funds that the MCLTC has allocated to ESTA that could be used as matching funds for a federal 5339(b) grant.

If you have any questions, please feel free to contact Gerry Le Francois, MCLTC Co-Executive Director directly at (760) 924-1810.

Thank you,

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

March 9, 2020

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Accountant
SUBJECT: Mono County Local Transportation Commission Audit Report 2018-19

RECOMMENDATION

Receive and accept LTC audit report ending June 30, 2019

DISCUSSION

The 2018-19 audit was completed and submitted. Mono County was found to be in compliance with the Statutes, Rules and Regulations of the California Transportation Development Act. As part of obtaining reasonable assurance about whether the Mono County LTC's financial statements are free of material misstatement, Fechter and Company performed tests of its compliance with certain provisions of laws as well as tests to determine that allocations made and expenditures paid were done so in accordance with allocation instructions of the Commission and in conformance with California Transportation Development Act. Specifically, tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County LTC were performed. The Mono County LTC continues to have good financial management and the 2018-19 audit contained no findings or recommendations for improvement. The annual audit is mandated, but also serves as a good management tool for the Local Transportation Commission and Local Transportation Commission staff.

For any specific questions, call Megan Mahaffey, 760-924-1836.

FISCAL IMPLICATIONS

N/A

ATTACHMENTS

- 2018 -19 LTC Audit

MONO COUNTY
LOCAL TRANSPORTATION
COMMISSION

Annual Financial Report
With Independent Auditor's Report Thereon

June 30, 2019

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

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INDEPENDENT AUDITOR'S REPORT

Mono County Local Transportation Commission
Mammoth Lakes, California

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Mono County Local Transportation Commission as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Mono County Local Transportation Commission
Mammoth Lakes, California

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Mono County Local Transportation Commission as of June 30, 2019, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 3–8 and 22–23 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Mono County Local Transportation Commission's basic financial statements. The supplemental information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. This information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, these statements and schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Fechter & Company
Certified Public Accountants



November 5, 2019
Sacramento, California

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Management's Discussion and Analysis
 For the Year Ended June 30, 2019

As management of the Mono County Local Transportation Commission (Commission), we offer readers of our financial statements this narrative overview and analysis of the financial activities for the fiscal year ended June 30, 2019. We encourage readers to consider the information that we have furnished in the Commission's financial statements, which immediately follows this section.

This narrative overview and analysis uses the following acronyms:

RPA: Regional Planning Assistance
 PPM: Planning, Programming & Monitoring
 RSTP: Regional Surface Transportation Program
 ESTA: Eastern Sierra Transit Agency
 OWP: Overall Work Program

Financial Highlights

- The assets of the Commission exceeded its liabilities at the close of the year by \$398,019 (*net position*). All of this balance is unrestricted and is available to meet ongoing obligations to citizens and creditors.
- As of June 30, 2019, the Commission reported an ending fund balance of \$398,019 for its governmental fund. This is an increase of \$181,295 in comparison with the prior year. The ending balance is derived from grants and other restricted sources and spending limited to transportation planning activities.
- The Commission's activities are guided by the OWP used to apply for RPA and other available financial resources, all directed toward the continuous update and improvement of Regional Transportation Plans in the County. In fiscal year 2018-19, the Commission incurred program expenditures of \$325,300, a decrease of \$87,302, or 21%, from last year's programmed expenditures. Program activities were funded solely with grant revenues recognized this fiscal year.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Commission's basic financial statements. The Commission's basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains required and other supplementary information in addition to the basic financial statements themselves.

The *government-wide financial statements* are designed to provide readers with a broad overview of the Commission's finances, in a manner similar to a private sector business. These statements provide both long-term and short-term information about the Commission's overall financial status.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Management's Discussion and Analysis
For the Year Ended June 30, 2019

The *statement of net position* presents information on the Commission's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator whether the financial position of the Commission is improving or deteriorating.

The *statement of activities* presents information showing how the Commission's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus revenues and expenses are reported in the statement for some items that will only result in cash flows in future fiscal periods.

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Commission, like other local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the Commission can be divided into two categories: governmental funds and fiduciary funds.

Governmental funds are used to account for essentially the same function(s) reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on (1) how cash and other financial assets can readily be converted to available resources and (2) the balances left at year-end that are available for spending. Such information may be useful in determining what financial resources are available in the near future to finance the Commission's program activities.

Governmental fund financial statements report essentially the same functions as those reported in the government-wide financial statements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Commission maintains one individual governmental fund, the Planning Fund.

Fiduciary funds are used to account for resources held for the benefit of parties outside the Commission. Fiduciary funds are not reflected in the government-wide statements because the resources of those funds are not available indiscriminately to support the Commission's own programs. The Commission's fiduciary funds consist solely of private purpose trust funds which are used to account for the Local Transportation Fund. These funds are the Statement Transit Assistance Fund, the Public Transportation Modernization Improvement, and the Service Enhancement Account (PTMISEA).

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Management's Discussion and Analysis
 For the Year Ended June 30, 2019

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information that includes a budgetary comparison schedule. The Commission adopts an annual appropriated budget for its planning fund. A budgetary comparison schedule has been provided to demonstrate compliance with the budget. Immediately following the required supplementary information is certain supplementary information included to satisfy certain compliance requirements.

Government-wide Financial Analysis

The following table compares the Statement of Net Position at June 30, 2019 and 2018:

	Governmental Activities		
	2019	2018	Change
Assets			
Cash and investments	\$ 222,205	\$ 217,346	\$ 4,859
Receivables	179,934	47,749	132,185
Total assets	<u>402,139</u>	<u>265,095</u>	<u>137,044</u>
Liabilities			
Accounts payable	<u>4,120</u>	<u>48,371</u>	<u>(44,251)</u>
Net Position			
Unrestricted	<u>\$ 398,019</u>	<u>\$ 216,724</u>	<u>\$ 181,295</u>

As noted earlier, net position may serve over time as a useful indicator of whether the Commission's financial position is improving or deteriorating. Other factors, such as market conditions, should be considered in measuring the Commission's overall financial position.

At June 30, 2019, assets exceeded liabilities by \$398,019, an increase of \$181,295 or 84%. The Commission's net position is the accumulation of unspent grants where project expenditures over time have been less than the available funding sources. The increase in fund balance results primarily from RPA and other transportation grant funding received during the fiscal year but not spent. These funds will carry-over for spending to the next fiscal year. The comparative financial statement above was restated to account for this adjustment.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Management's Discussion and Analysis
 For the Year Ended June 30, 2019

The following table shows the changes in net position for governmental activities:

	Governmental Activities		
	2019	2018	Change
Program revenues			
Regional planning assistance	\$ 86,037	\$ 211,417	\$ (125,380)
Planning, Programming & Monitoring	335,000	210,591	124,409
Regional Surface Transportation Program	80,622	42,724	37,898
Total program revenues	501,659	464,732	36,927
General revenues - interest	4,936	2,427	2,509
Total revenues	506,595	467,159	39,436
Program expenses - transportation planning	325,300	412,602	(87,302)
Change in net position	181,295	54,557	126,738
Net position at beginning of year	216,724	162,167	54,557
Net position at end of year	<u>\$ 398,019</u>	<u>\$ 216,724</u>	<u>\$ 181,295</u>

The Commission's total program and general revenues were \$506,595, while the total cost of all programs was \$325,300. Grants funded all of the Commission's programs. PPM revenues were \$124,409 higher than the prior year due to the purchase of a trolley with STIP funds.

Governmental Funds

As noted earlier, the Commission uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The focus of the Commission's governmental fund is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Commission's financing requirements.

For the year-ended June 30, 2019, the Commission reported an ending fund balance of \$398,019, an increase of \$181,295 from the prior year. This increase represents the carry-over of unspent grant funds to be incorporated into the next fiscal year's budget.

Total revenues were \$506,595, which represents an increase of \$39,436 from the prior year. RPA grants were significantly lower and PPM funds were higher because they included STIP purchases for a trolley as in two years prior. The availability of the Commission's primary funding sources varies from year to year, often dictated by the need for specific transportation planning tasks designed to achieve the organization's goals and objectives.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Management's Discussion and Analysis
 For the Year Ended June 30, 2019

Total expenditures were the result of programmed activities, which vary from year to year. This year's programmed activities compared to last year's activities are as follows:

Work Element	FY 2019	FY 2018	Change
100 Administration	\$40,000	\$30,596	\$ 9,404
200 RTP Planning	96,779	65,641	31,138
300 Transit Planning and Interagency Coordination	4,000	2,500	1,500
500 Airports	5,000	319	4,681
600 Livable Communities	50,000	5,097	44,903
700 RTIP Maintenance & Planning	18,000	3,137	14,863
800 Community Planning	11,500	4,275	7,225
900 Current Planning & Monitoring	246,000	165,785	80,215
1000 Training & Development	20,500	11,338	9,162
RSTP Program	80,622	107,204	(26,582)
ESTA Pass Through	200,000	16,710	183,290
	<u>\$772,401</u>	<u>\$ 412,602</u>	<u>\$ 359,799</u>

Budgetary Highlights

On May 14, 2018, the Commission adopted the fiscal year 2018-19 OWP. The OWP covers activities funded with RPA and PPM sources and totaled \$491,779. With the addition of the RSTP and ESTA pass through grant programs, the Commission's budget for the year totaled \$772,401.

Actual revenues were \$506,595. RPA, PPM, and RSTP were not fully spent. A percentage of unspent funds are to be re-programmed into the following fiscal year's OWP.

Actual expenditures for the OWP were under budget by \$447,101, or 58% of budget. Some work elements were less expensive than anticipated and other work elements had activities that were delayed and rescheduled to be completed in the next fiscal year.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Management's Discussion and Analysis
For the Year Ended June 30, 2019

Capital Assets and Debt Administration

Capital Assets

The Commission has adopted a capitalization threshold of \$5,000 per asset. This is the same threshold used by the County of Mono. The Commission did not have any capital assets at June 30, 2019 that exceeded this threshold.

Debt Administration

The Commission did not have any long-term obligations as of June 30, 2019.

Requests for Information

This financial report is designed to provide a general overview of the Commission's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to Mono County Local Transportation Commission, P.O. Box 347, Mammoth Lakes, CA 93546.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Net Position
June 30, 2019

	<u>Governmental Activities</u>
ASSETS	
Cash and investments	\$ 222,205
Due from other governments	<u>179,934</u>
Total Assets	<u>402,139</u>
LIABILITIES	
Accounts payable	<u>4,120</u>
NET POSITION	
Unrestricted	<u><u>\$ 398,019</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Activities
 For the Year Ended June 30, 2019

	<u>Governmental Activities</u>
PROGRAM REVENUES	
Operating grants	
Regional planning assistance	\$ 86,037
Planning, Programming & Monitoring	335,000
Regional Surface Transportation Program	<u>80,622</u>
Total Program Revenues	501,659
PROGRAM EXPENSES	
Transportation planning	<u>325,300</u>
Net (Expenses) Program Revenues	176,359
GENERAL REVENUES	
Interest earned	<u>4,936</u>
Change in Net position	181,295
Net Position, Beginning of the Year	<u>216,724</u>
NET POSITION, END OF THE YEAR	<u><u>\$ 398,019</u></u>

FUND FINANCIAL STATEMENTS

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Balance Sheet - Governmental Fund
 June 30, 2019

	Planning Fund
ASSETS	
Cash and investments	\$ 222,205
Due from other governments	<u>179,934</u>
Total Assets	<u>\$ 402,139</u>
LIABILITIES	
Accounts payable	<u>\$ 4,120</u>
Total Liabilities	4,120
FUND BALANCES	
Unassigned	<u>398,019</u>
Total Liabilities and Fund Balances	<u>\$ 402,139</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Revenues, Expenditures, and Changes in Fund Balance
 Governmental Fund
 For the Year Ended June 30, 2019

	<u>Planning Fund</u>
REVENUES	
Rural Planning Assistance (RPA)	\$ 86,037
STIP-Planning, Programming & Monitoring (PPM)	335,000
Regional Surface Transportation Program (RSTP)	80,622
Interest	<u>4,936</u>
Total Revenues	<u>506,595</u>
EXPENDITURES	
Planning and Administration - RPA	86,081
Planning - STIP-PPM	<u>239,219</u>
Total Expenditures	<u>325,300</u>
CHANGE IN FUND BALANCE	181,295
Fund Balance, Beginning of the Year	<u>216,724</u>
FUND BALANCE, END OF THE YEAR	<u><u>\$ 398,019</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position
 Fiduciary Funds
 June 30, 2019

	Private Purpose Trust Funds
	<u> </u>
ASSETS	
Cash and investments	\$ 1,207,666
Taxes receivable	76,240
Due from other governments	<u>82,852</u>
	<u> </u>
Total Assets	<u><u>\$ 1,366,758</u></u>
LIABILITIES	
Allocations payable	\$ 168,991
NET POSITION	
Held in trust for other governments	<u>1,197,767</u>
	<u> </u>
Total Liabilities and Net Position	<u><u>\$ 1,366,758</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Changes in Fiduciary Net Position
 Fiduciary Funds
 For the Year Ended June 30, 2019

	<u>Private Purpose Trust Funds</u>
ADDITIONS	
Sales and use tax	\$ 844,234
Intergovernmental revenues	479,328
Interest	<u>21,566</u>
Total Additions	<u>1,345,128</u>
DEDUCTIONS	
Allocations to Claimants	
Eastern Sierra Transit Authority	932,382
Yosemite Area Regional Transit System	35,000
Mono County Senior Services	30,000
Administration	<u>9,880</u>
Total Deductions	<u>1,007,262</u>
CHANGE IN FIDUCIARY NET POSITION	337,866
Net Position, Beginning of Year, Restated	<u>859,901</u>
Net Position, End of Year	<u><u>\$ 1,197,767</u></u>

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 1: Summary of Significant Accounting Policies

The financial statements of the Mono County Local Transportation Commission (Commission) are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP). The Commission's reporting entity applies all relevant Governmental Accounting Standards Board (GASB) pronouncements.

A. Reporting Entity

The Commission is the designated Regional Transportation Planning Agency for Mono County. The Commission's members include the County of Mono and the Town of Mammoth Lakes. It's governing board includes two members appointed by the Mammoth Lakes Town Council, one member of the public appointed by the Mammoth Lakes Town Council, and three members appointed by the Mono County Board of Supervisors. The Commission's primary role is to administer the transportation planning process and provide ongoing administration of the Transportation Development Act (TDA) funds.

The Commission receives monies from the State of California and allocates those monies for the planning, management, and operation of public transportation systems within the County of Mono. The Commission also has the authority to allocate monies for other transportation related activities including streets and road projects.

B. Basis of Presentation

Government-Wide Statements: The statement of net position and the statement of changes in net position report information on all of the governmental activities of the Commission. These statements include the financial activities of the overall government except for fiduciary activities. Eliminations have been made to minimize the double counting of internal activities. These statements distinguish between governmental and business-type activities of the Commission. Governmental activities, which are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to an extent on charges and fees from the public for support. The Commission had no business-type activities to report for the year ended June 30, 2019.

The statement of activities demonstrates the degree to which the program expenses of a given governmental function are offset by program revenues. Program expenses include direct expenses which are clearly identifiable with a specific function and allocated indirect expenses. Program revenues include charges paid by recipients of goods or service offered by the programs and grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Taxes and other items, which are properly not included among program revenues, are reported instead as general revenues.

Fund Financial Statements: The fund financial statements provide information about the Commission's funds. The emphasis of fund financial statements is on major governmental funds, each displayed in a separate column. Any remaining governmental funds are aggregated and reported as nonmajor funds.

MONO COUNTY
 LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 1: Summary of Significant Accounting Policies – Continued

B. Basis of Presentation – Continued

The Commission reports the following major governmental fund:

- *Planning Fund*– The planning fund acts as the general fund for the Commission and all planning and administrative activities are accounted for in this fund. Separate sets of accounts are maintained to account for specific sources of grant revenues and the associated expenditures, but for reporting purposes, all of these accounts are combined into one fund.

The Commission did not have any non-major governmental funds as of June 30, 2019.

The Commission reports the following private purpose trust funds:

- *Local Transportation Fund*– This fund accounts for revenues received and allocations made for certain transit, pedestrian & bicycle, and streets & roads projects within Mono County. Revenues are generated from a ¼ sales tax imposed by the State of California Pursuant to the Transportation Development Act (TDA). Sales tax revenues are collected by businesses within Mono County and are remitted to the State Board of Equalization (Board). The Board, after deducting an administrative fee, remits the revenues to the County on a monthly basis. Expenditures of these monies must be made in accordance with TDA regulations.
- *State Transit Assistance Fund* – Revenues for this fund are earned based on a portion of the State gasoline tax. The tax is allocated to Mono County by the State Controller’s office.
- *Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Fund* – Revenues for this fund are received from the California Department of Transportation and are eligible for distribution to transit operators for transportation infrastructure, including grants for transit system safety, security, and disaster response projects.

C. Basis of Accounting

The government-wide and fiduciary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred. Grants are recognized as revenue as soon as all eligibility requirements imposed by the grant have been met. Revenues from sales taxes are recognized when the underlying transactions take place.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. “Measurable” means the amount of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to be used to pay liabilities

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 1: Summary of Significant Accounting Policies – Continued

C. Basis of Accounting – Continued

of the current period. The Commission utilizes a one-year availability period for revenue recognition for governmental fund revenues.

Those revenues susceptible to accrual are sales taxes, intergovernmental revenues (grants), and interest revenues. Non-exchange transactions, in which the Commission gives (or receives) value without directly receiving (or giving) equal value in exchange, include grants, entitlements, and donations. On the modified accrual basis, revenues from grants, entitlements, and donations are recognized in the fiscal year in which all eligibility requirements have been satisfied.

A fund reports deferred revenue on its balance sheet. Deferred revenues arise when potential revenue does not meet the “measurable” and “available” criteria for recognition in the current period. Deferred revenues also arise when resources are received by the fund before it has a legal claim to them, as when grant monies are received prior to the incurrence of qualifying expenditures. In subsequent periods, when both revenue recognition criteria are met, or when the fund has a legal claim to the resources, the liability for deferred revenue is removed from the combined balance sheet and revenue is recognized.

D. Cash in County Treasury

Cash is deposited with the County in an investment pool in order to facilitate the management of cash. Each fund’s portion of this pool is displayed on the balance sheet as “cash and investments.” On a quarterly basis, the County Treasurer allocates interest to the various funds based upon the average monthly cash balances. Information regarding categorization of investments, risk, and fair value reporting can be found in the County’s financial statements. The Mono County Treasury Oversight Committee oversees the Treasurer’s investment policies and practices.

The Commission adheres to the County’s deposit and investment policy that address specific types of risk. Required risk disclosures for the Fund’s investment in the Mono County Investment Pool at June 30, 2019, were as follows:

Credit risk	Not rated
Custodial risk	Not applicable
Concentration of credit risk	Not applicable
Interest rate risk	Not available

Investments held in the County’s investment pool are available on demand and are stated at amortized cost, which approximates fair value. The County of Mono Investment Pool operates and reports to participant on an amortized cost basis. The income, gains and losses, net of administration fees, are allocated based upon the participant’s average daily balance. All participants share proportionally in any realized gains or losses on investments. The fair value of the investment pool is approximately equal to the value of the pool shares.

MONO COUNTY
 LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 1: Summary of Significant Accounting Policies – Continued

E. Receivables

The Commission's receivables include mostly amounts due from other governmental agencies and consist of specific planning grants. Management has determined that the Commission's receivables are fully collectible. Accordingly, no allowance for doubtful accounts has been made.

F. Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. As of June 30, 2019, the Commission had no deferred outflows of resources.

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. As of June 30, 2019, the Commission had no deferred inflows of resources.

G. Net Position

Sometimes the Commission will fund outlays for a particular purpose from both restricted and unrestricted resources. To determine the amounts to report as restricted net position and unrestricted net position in the government-wide financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. The Commission considers restricted net position to have been depleted before unrestricted net position is applied.

H. Fund Balance Polices

In governmental funds, the following classifications describe the relative strength of the spending constraints placed on the purposes for which resources can be used:

- *Non-spendable Fund Balance* – amounts that cannot be spent because they are either not spendable in form or legally or contractually required to remain intact.
- *Restricted Fund Balance* – amounts with constraints placed on their use by those external to the Commission, including creditors, grantors, contributors, or laws and regulations of other governments. It also includes constraints imposed by law through constitutional provisions or enabling legislation.
- *Committed Fund Balance* – amounts that can only be used for specific purposes determined by formal action of the Commission's highest level of decision-making authority (the Commission's Board) and that remain binding unless removed in the same manner. The underlying action that imposed the limitation needs to occur no later than the close of the reporting period.

MONO COUNTY
 LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 1: Summary of Significant Accounting Policies – Continued

H. Fund Balance Polices - Continued

- *Assigned Fund Balance* –amounts that are constrained by the Commission’s intent to be used for specific purposes. The intent can be established at either the highest level of decision making or by a body or an official designated for that purpose.
- *Unassigned Fund Balance* –the residual classification that includes amounts not contained in the other classifications.

The Commission’s board establishes, modifies, or rescinds fund balance commitments and assignments by passage of a resolution. When restricted and unrestricted resources are available for use, it is the Commission’s policy to use restricted resource first, followed by unrestricted committed, assigned, and unassigned resources as they are needed.

I. Insurance and Risk of Loss

The Commission participates in the County of Mono’s risk pool. Under this program coverage is provided up to a maximum of \$300,000 for each worker’s compensation claim and \$100,000 for each general liability claim. The County is a member of the California State Association of Counties’ Excess Insurance Authority, a public entity risk pool currently operating as a common risk management and insurance program for counties.

J. Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and revenues and expenses during the reporting period. Actual results could differ from these estimates.

K. Related Party Transactions

The Commission has an agreement with the County and the Town to manage its operations. The County and the Town also provide engineering and construction services to the Commission when needed.

Note 2: Contingencies

The Commission may be involved in various other claims and litigation arising in the ordinary course of business. Commission management, based upon the opinion of legal counsel, is of the opinion that the ultimate resolution of such matters should not have a materially adverse effect on the Commission’s financial position or results of operations.

The Commission also receives a number of grants and sales tax revenues from the State of California. Each of these grants is subject to audit by the grantor agency. Such audit could result in funds being returned to the state.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
 Notes to Financial Statements
 For the Year Ended June 30, 2019

Note 3: PTMISEA & Transit Security

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by statute as the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA). As per Government Code Section 8879.58, Transit System Safety, Security and Disaster Response Account revenues are reflected below.

The PTMISEA funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement. The Transit Security funds are to be used for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

During the fiscal year ended June 30, 2019, the Commission received \$11,350 from the State's PTMISEA and Transit Security account. As of June 30, 2019, PTMISEA and Transit Security funds received and expended were verified in the course of our audit as follows:

Balance from prior years	\$	38,668
Proceeds received:		
Transit Security		11,350
Interest revenues		788
Expended:		
Eastern Sierra Transit Authority		50,014
Unexpended proceeds, June 30, 2019	\$	792

Funds were passed through to Eastern Sierra Transit Authority for capital projects approved by Caltrans. This included the purchase of security cameras and part of a bus.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Notes to Financial Statements
For the Year Ended June 30, 2019

Note 4: Subsequent Events

Management has evaluated events subsequent to June 30, 2019, through November 5, 2019 the date on which the financial statements were available for issuance. Management has determined no subsequent events requiring disclosure have occurred.

REQUIRED SUPPLEMENTARY INFORMATION

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Budgetary Comparison Schedule
 Planning Fund
 For the Year Ended June 30, 2019

	Original & Final Budget	Actual	Variance Over/(Under) Budget
Revenues			
Rural Planning Assistance	\$ 230,000	\$ 86,037	\$ (143,963)
STIP-PPM	235,000	335,000	100,000
RSTP	80,622	80,622	-
Interest	-	4,936	4,936
	<u>545,622</u>	<u>506,595</u>	<u>(39,027)</u>
Expenditures			
Overall Work Program:			
100 Administration	40,000	19,154	20,846
200 RTP Planning	96,779	5,220	91,559
300 Transit Planning and Interagency Coordination	4,000	2,753	1,247
500 Airports	5,000	1,032	3,968
600 Livable Communities	50,000	12,280	37,720
700 RTIP Maintenance & Planning	18,000	5,678	12,322
800 Community Planning	11,500	6,267	5,233
900 Current Planning & Monitoring	246,000	65,386	180,614
1000 Training & Development	20,500	7,530	12,970
RSTP Program	80,622	-	80,622
ESTA Pass Through	200,000	200,000	-
	<u>772,401</u>	<u>325,300</u>	<u>447,101</u>
Change in Fund Balance	<u>\$ (226,779)</u>	181,295	<u>\$ (408,074)</u>
Fund balance, beginning of year		<u>216,724</u>	
Fund balance, end of year		<u>\$ 398,019</u>	

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Notes to Required Supplementary Information
For the Year Ended June 30, 2019

Note 1: Budgetary Accounting

The Commission annually adopts a budget through the preparation of an overall work program. This work program describes the projects, or work elements, that are to be funded, and the type of funds that will pay for the expenditures, such as Rural Planning Assistance, Local Transportation, Federal Transportation Administration (FTA) or State Transportation Improvement Program (STIP PPM). The work program, in draft form, is prepared by Commission staff, submitted and approved by the Commission, and submitted to the State of California, Department of Transportation (CALTRANS) before June 30 of each year. CALTRANS, as the grantor of Rural Planning Assistance, State Subvention and FTA funds, approves the work program, which then becomes the budget for the operating fund of the Commission.

From the effective date of the budget, which is adopted and controlled at the departmental level, the expenditures as proposed became appropriations. The legal level of control is the fund level. The Commission may amend the budget by resolution during the fiscal year. Appropriations lapse at the end of the fiscal year. The amounts reported on the budgetary basis are generally on a basis consistent with accounting principles generally accepted in the United State of America (GAAP).

SUPPLEMENTARY INFORMATION

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Combining Statement of Fiduciary Net Position
 All Private Purpose Trust Funds
 June 30, 2019
 (With Comparative Totals as of June 30, 2018)

	Local	State	State	PTMISEA	Totals	
	Transportation Fund	Transit Assistance	of Good Repair	Transit Security	2019	2018
ASSETS						
Cash and investments	\$ 840,154	\$ 327,644	\$ 262	\$ 39,606	\$ 1,207,666	\$ 928,627
Sales tax receivable	76,240	-	-	-	76,240	58,239
Due from other governments	-	75,399	7,453	-	82,852	86,510
Total Assets	\$ 916,394	\$ 403,043	\$ 7,715	\$ 39,606	\$ 1,366,758	\$ 1,073,376
LIABILITIES AND NET POSITION						
Liabilities						
Allocations payable	\$ 41,121	\$ 81,603	\$ 7,453	\$ 38,814	\$ 168,991	\$ 213,475
Total Liabilities	41,121	81,603	7,453	38,814	168,991	213,475
Net Position						
Held in trust for pedestrian & bicycle projects	99,035	-	-	-	99,035	85,815
Held in trust for other purposes	776,238	321,440	262	792	1,098,732	774,086
Total Net Position	875,273	321,440	262	792	1,197,767	859,901
Total Liabilities and Net Position	\$ 916,394	\$ 403,043	\$ 7,715	\$ 39,606	\$ 1,366,758	\$ 1,073,376

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Combining Statement of Changes in Fiduciary Net Position

All Private Purpose Trust Funds

For the Year Ended June 30, 2019

(With Comparative Totals For the Fiscal Year Ended June 30, 2018)

	Local Transportation Fund	State Transit Assistance	State of Good Repair	PTMISEA & Transit Security	Totals	
					2019	2018
ADDITIONS						
Sales and use taxes	\$ 844,234	\$ -	\$ -	\$ -	\$ 844,234	\$ 783,284
Intergovernmental revenue	-	423,259	44,719	11,350	479,328	270,401
Interest	14,031	6,485	262	788	21,566	10,111
Total Additions	858,265	429,744	44,981	12,138	1,345,128	1,063,796
DEDUCTIONS						
Allocations to claimants						
Eastern Sierra Transit Authority	493,454	344,195	44,719	50,014	932,382	720,167
Yosemite Area Regional Transit System	35,000	-	-	-	35,000	35,000
Mono County Senior Services	30,000	-	-	-	30,000	30,000
Administration	9,880	-	-	-	9,880	8,813
Total Deductions	568,334	344,195	44,719	50,014	1,007,262	793,980
CHANGE IN FIDUCIARY NET POSITION	289,931	85,549	262	(37,876)	337,866	269,816
Net Position, beginning of year	585,342	235,891	-	38,668	859,901	590,085
Net Position, end of year	\$ 875,273	\$ 321,440	\$ 262	\$ 792	\$ 1,197,767	\$ 859,901

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position

By Area of Apportionment

Local Transportation Fund

June 30, 2019

(With Comparative Totals as of June 30, 2018)

	Local Transportation Fund - Transit	Pedestrian/ Bicycle	Totals	
			2019	2018
ASSETS				
Cash and investments	\$ 741,119	\$ 99,035	\$ 840,154	\$ 603,502
Sales tax receivable	76,240	-	76,240	58,239
Total Assets	\$ 817,359	\$ 99,035	\$ 916,394	\$ 661,741
LIABILITIES AND NET POSITION				
Liabilities:				
Allocations payable	\$ 41,121	\$ -	\$ 41,121	\$ 76,399
Total Liabilities	41,121	-	41,121	76,399
Net Position:				
Held in trust for Pedestrian & Bicycle projects	-	99,035	99,035	85,815
Held in trust for other purposes				
Apportioned and allocated	35,000	-	35,000	35,000
Apportioned and unallocated	-	-	-	-
Unapportioned	741,238	-	741,238	464,527
Total Net Position	776,238	99,035	875,273	585,342
Total Liabilities and Net Position	\$ 817,359	\$ 99,035	\$ 916,394	\$ 661,741

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Changes in Fiduciary Net Position
 By Area of Apportionment
 Local Transportation Fund
 For the Year Ended June 30, 2019
 (With Comparative Totals For the Fiscal Year Ended June 30, 2018)

	Local		Totals	
	Transportation Fund - Transit	Pedestrian/ Bicycle	2019	2018
ADDITIONS				
Sales and use taxes	\$ 832,837	\$ 11,397	\$ 844,234	\$ 783,284
Interest	12,208	1,823	14,031	6,553
Total Additions	<u>845,045</u>	<u>13,220</u>	<u>858,265</u>	<u>789,837</u>
DEDUCTIONS				
Allocations to Claimants				
Eastern Sierra Transit Authority	493,454	-	493,454	496,791
Yosemite Area Regional Transit System	35,000	-	35,000	35,000
Mono County Senior Services	30,000	-	30,000	30,000
Administration and planning	9,880	-	9,880	8,813
Total Deductions	<u>568,334</u>	<u>-</u>	<u>568,334</u>	<u>570,604</u>
CHANGE IN FIDUCIARY NET POSITION	276,711	13,220	289,931	219,233
Net Position, Beginning of Year	<u>499,527</u>	<u>85,815</u>	<u>585,342</u>	<u>366,109</u>
Net Position, End of Year	<u>\$ 776,238</u>	<u>\$ 99,035</u>	<u>\$ 875,273</u>	<u>\$ 585,342</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 Local Transportation Fund
 For the Year Ended June 30, 2019

Allocations	PUC	Allocated	Expended	Allocations Outstanding June 30, 2019
LTC administration	99233.1	\$ 10,000	\$ 4,484	\$ 5,516
LTC audit costs	99233.1	10,000	5,000	5,000
LTC planning and programming	99233.2	10,000	396	9,604
Eastern Sierra Transit Authority for CTSA administration	99233.7	20,700	20,700	-
Eastern Sierra Transit Authority for 395 Routes	99262	105,000	105,000	-
Mono County Senior Program	99262	30,000	30,000	-
Yosemite Regional Transit System	99262	35,000	35,000	-
Eastern Sierra Transit Authority for systems operations	99400(c)	367,754	367,754	-
		<u>\$ 588,454</u>	<u>\$ 568,334</u>	<u>\$ 20,120</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 State Transit Assistance Fund
 For the Year Ended June 30, 2019

<u>Allocations</u>	<u>PUC</u>	<u>Allocated</u>	<u>Expended</u>	<u>Allocations Outstanding June 30, 2019</u>
Eastern Sierra Transit Authority	6731(b)	\$ 344,195	\$ 344,195	\$ -
Total Allocations		<u>\$ 344,195</u>	<u>\$ 344,195</u>	<u>\$ -</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Revenues, Expenditures and Changes in Fund Balance

Overall Work Program

Budget and Actual - by Funding Source

For the Year Ended June 30, 2019

	Budget	Actual				Total	Variance Positive (Negative)
		Regional Planning Assistance	STIP PPM	RSTP	Grants		
Revenues							
Rural Planning Assistance	\$ 211,417	\$ 86,037	\$ -	\$ -	\$ -	\$ 86,037	\$ (125,380)
STIP-PPM	210,591	-	335,000	-	-	335,000	124,409
RSTP	42,724	-	-	80,622	-	80,622	37,898
Non OWP Revenues							
Interest	4,918	(355)	4,327	947	17	4,936	18
Total Revenues	<u>469,650</u>	<u>85,682</u>	<u>339,327</u>	<u>81,569</u>	<u>17</u>	<u>506,595</u>	<u>36,945</u>
Expenditures:							
100 Administration	40,000	19,154	-	-	-	19,154	20,846
200 RTP Planning	96,779	3,820	1,400	-	-	5,220	91,559
300 Transit Planning and Interagency Coordination	4,000	2,753	-	-	-	2,753	1,247
500 Airports	5,000	1,032	-	-	-	1,032	3,968
600 Livable Communities	50,000	12,007	273	-	-	12,280	37,720
700 RTIP Maintenance & Planning	18,000	-	5,678	-	-	5,678	12,322
800 Community Planning	11,500	6,000	267	-	-	6,267	5,233
900 Current Planning & Monitoring	246,000	33,785	31,601	-	-	65,386	180,614
1000 Training & Development	20,500	7,530	-	-	-	7,530	12,970
Non OWP Expenditures							
RSTP Program	80,622	-	-	-	-	-	80,622
ESTA Pass Through	200,000	-	200,000	-	-	200,000	-
Total Expenditures	<u>772,401</u>	<u>86,081</u>	<u>239,219</u>	<u>-</u>	<u>-</u>	<u>325,300</u>	<u>447,101</u>
Change in Fund Balance	<u>\$ (302,751)</u>	<u>\$ (399)</u>	<u>\$ 100,108</u>	<u>\$ 81,569</u>	<u>\$ 17</u>	<u>181,295</u>	<u>\$ 484,046</u>
Fund balance, beginning of year						216,724	
Fund balance, end of year						<u>\$ 398,019</u>	

OTHER REPORTS

REPORT ON COMPLIANCE OVER FINANCIAL REPORTING BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH THE STATUTES, RULES, AND REGULATIONS OF THE CALIFORNIA TRANSPORTATION DEVELOPMENT ACT AND THE ALLOCATION INSTRUCTIONS AND RESOLUTIONS OF THE TRANSPORTATION COMMISSION

Mono County Local Transportation Commission
Mammoth Lakes, California

We have audited the financial statements of the Mono County Local Transportation Commission as of and for the year ended June 30, 2019, and have issued our report thereon dated November 5, 2019. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

As part of obtaining reasonable assurance about whether the Mono County Local Transportation Commission's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. Additionally, we performed tests to determine that allocations made and expenditures paid by the Mono County Local Transportation Commission were made in accordance with the allocation instructions and resolutions of the Commission and in conformance with the California Transportation Development Act. Specifically, we performed each of the specific tasks identified in the California Code of Regulations Sections 6666 and 6667 that are applicable to the Mono County Local Transportation Commission.

In connection with our audit, nothing came to our attention that caused us to believe the Mono County Local Transportation Commission failed to comply with the Statutes, Rules, and Regulations of the California Transportation Development Act and the allocation instructions and resolutions of the Local Transportation Commission. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion.

Mono County Local Transportation Commission
Mammoth Lakes, California

This report is intended solely for the information and use of the County of Mono, the Mono County Local Transportation Commission, management, the California Department of Transportation, and the State Controller's Office and is not intended to be and should not be used by anyone other than these specified parties.

Fechter & Company
Certified Public Accountants

A handwritten signature in black ink that reads "Fechter & Company, CPAs". The signature is written in a cursive, flowing style.

November 5, 2019
Sacramento, California

LETTER TO MANAGEMENT

Mono County Local Transportation Commission
Mammoth Lakes, California

In planning and performing our audit of the basic financial statements of the Mono County Local Transportation Commission for the year ended June 30, 2019, we considered its internal control structure in order to determine our auditing procedures for the purpose of expressing an opinion on the basic financial statements and not to provide assurance on the internal control structure. We also performed selected tests of compliance with certain provisions of laws, regulations, contracts and grant agreements.

Our consideration of the internal control would not necessarily disclose all matters in the internal control that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions. However, we noted no matters involving the internal control and its operation that we consider to be material weaknesses as defined above.

We appreciate the cooperation of the management of the Mono County Local Transportation Commission and look forward to working with the Commission in the future.

Fechter & Company
Certified Public Accountants



November 5, 2019
Sacramento, California

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760- 924-1800 phone, 924-1801 fax
monocounty.ca.gov

PO Box 8
Bridgeport, CA 93517
760- 932-5420 phone, 932-5431 fax

Staff Report

March 9, 2020

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Accountant
SUBJECT: Amendment 01 to Mono County Overall Work Program

RECOMMENDATION

Adopt the formal Amendment 01 to the Mono County Overall Work Program 2019-20. This amendment includes minor adjustments to the language of the OWP as well as a budget adjustment incorporating rollover RPA funds from 2018-19 into the current OWP.

FISCAL IMPLICATIONS

None.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on June 10, 2019. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2019-20 OWP was drafted and adopted before knowing total expenditures for the 2018-19 OWP work elements. An administrative amendment was made in December to ensure funds were available for all projects moving forward. This is a formal amendment to incorporate rollover funds from the 2018-19 OWP in the amount of \$57,500. Amendment 01 will adjust budgets to allow for work to be done on a circulation element in June lake as well as traffic modeling for the Town of Mammoth Lakes. The adjusted budget allows for anticipated expenditures for work to be completed before June 30, 2020.

ATTACHMENTS

- WE 900-12-0 updated
- FY 2019-20 OWP Budget Adjustment

WORK ELEMENT 900-12-0**PLANNING, MONITORING, AND TRAFFIC MANAGEMENT ISSUES****OBJECTIVE**

The purpose of this Work Element is to provide for the planning review and monitoring of various transportation improvements and traffic management issues that support local and regional transportation. **Regional Transportation Plan (RTP) policies support different modes of travel and reduction of VMTs.**

DISCUSSION

The Town and County evaluates a number of transportation locations and facilities on a regular basis, collecting data and performing analysis to monitor issues and progress toward transportation objectives. These reports are used to plan and evaluate future transportation projects, including safety, multimodal infrastructure, vehicle use, **vehicle miles traveled**, etc. These reports can also be used to evaluate the effectiveness of a completed project. Traffic monitoring data is used to support transportation programs. The County reviews plans of various entities/agencies for compliance with existing plans and policies, including possible alternatives/modifications.

The primary objectives of this work element are to:

- Perform traffic volume, speed studies, turning movement studies, sight distance studies;
- Pedestrian / **bike** user counts;
- Evaluate and analyze regulatory and warning sign issues; and
- Assess planned improvements impacting transportation facilities for planning consistency
- **Better address planning efforts and VMTs within TOML**

PREVIOUS WORK

Previous recommendations and studies include:

- Town Biannual Traffic Study
- Town Annual Traffic Report
- North Village cut through Study

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Schedule applicable transportation-related items on agendas of the Collaborative Planning Team, Planning Commission, Regional Planning Advisory Committees & other applicable boards/committees	LTC, County & Town	Ongoing
2.	Provide oral/written comments or other correspondence on applicable plans & environmental documents	LTC, County & Town	Ongoing
3.	Conduct applicable reviews, such as analysis of non-motorized features	LTC, County	Ongoing
4.	Develop Recommendation, or Policy/Procedure for including in RTP & CA Transportation plan, TOML Mobility Study planning needs update	LTC, County	Ongoing
5.	Demand studies in & OMR (multi-modal) Needs assessment / alternatives	Town, County	6/30/20
6.	Street parking management studies.	Town, County	6/30/20
7.	Transit user needs assessment & implementation plans. Plan will identify & prioritize transit user needs	Town, County	6/30/20

FY 2019/20 OWP Preliminary Budget \$ 230,000.00 \$ 82,000.00 \$ 148,000.00
 Budget Adjustment Amendment 01 \$ 287,500.00 \$ 57,500.00
RPA Current Budget \$ 287,500.00 \$ 119,000.00 \$ 168,500.00

\$ 287,500.00 Total RPA Adjusted Budget

	RPA			Quarter 1 & 2 Billing			Amendment 01 - Formal		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 230,000.00	\$ 82,000.00	\$ 148,000.00	\$ 75,317.30	\$ 3,074.51	\$ 72,242.79	\$ 37,000.00	\$ 20,500.00	\$ 119,000.00	\$ 168,500.00	\$ 115,925.49	\$ 96,257.21
100-13-0 OWP Administration and Management	\$ 25,000.00	\$ 5,000.00	\$ 20,000.00	\$ 19,942.91	\$ 2,419.75	\$ 17,523.16		\$ 15,000.00	\$ 5,000.00	\$ 35,000.00	\$ 2,580.25	\$ 17,476.84
1000-12-0 Transportation Training & Development	\$ 12,000.00	\$ 5,000.00	\$ 7,000.00	\$ 1,160.25		\$ 1,160.25	\$ (3,000.00)	\$ (3,000.00)	\$ 2,000.00	\$ 4,000.00	\$ 2,000.00	\$ 2,839.75
200-12-0 Regional Transportation Plan	\$ 21,500.00	\$ 500.00	\$ 21,000.00	\$ 9,526.85		\$ 9,526.85		\$ (7,500.00)	\$ 500.00	\$ 13,500.00	\$ 500.00	\$ 3,973.15
201-12-1 Regional Trails	\$ 39,000.00	\$ 17,000.00	\$ 22,000.00	\$ 1,231.73		\$ 1,231.73		\$ (10,000.00)	\$ 17,000.00	\$ 12,000.00	\$ 17,000.00	\$ 10,768.27
202-16-1 Regional Transportation Plan Implementation	\$ 8,000.00	\$ 1,000.00	\$ 7,000.00	\$ 2,922.59		\$ 2,922.59			\$ 1,000.00	\$ 7,000.00	\$ 1,000.00	\$ 4,077.41
300-12-0 Regional Transit Planning and Coordination	\$ 5,000.00		\$ 5,000.00	\$ 2,623.98		\$ 2,623.98			\$ -	\$ 5,000.00	\$ -	\$ 2,376.02
501-15-0 Airport Planning	\$ 1,500.00		\$ 1,500.00	\$ -		\$ -			\$ -	\$ 1,500.00	\$ -	\$ 1,500.00
600-12-0 Regional Transportation Funding	\$ 4,000.00	\$ 1,000.00	\$ 3,000.00	\$ 2,629.74	\$ 283.99	\$ 2,345.75			\$ 1,000.00	\$ 3,000.00	\$ 716.01	\$ 654.25
601-11-0 395 Corridor Management Plan	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
614-15-0 Alternative Fueling Station Corridor Policy	\$ 7,000.00		\$ 7,000.00	\$ 59.88		\$ 59.88		\$ (4,000.00)	\$ -	\$ 3,000.00	\$ -	\$ 2,940.12
615-15-0 Active Transportation Program (ATP)	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
616-15-0 a Community Emergency Access Route Assessment	\$ 1,000.00		\$ 1,000.00	\$ 24.35		\$ 24.35			\$ -	\$ 1,000.00	\$ -	\$ 975.65
616-15-0 b Regional Winter Response/ Future Needs Assessment	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
617-15-0 Community Way-Finding Design Standards	\$ 4,000.00		\$ 4,000.00	\$ -		\$ -		\$ (4,000.00)	\$ -	\$ -	\$ -	\$ -
701-12-1 Regional Transportation Improvement Program	\$ 3,000.00		\$ 3,000.00	\$ 1,685.07		\$ 1,685.07			\$ -	\$ 3,000.00	\$ -	\$ 1,314.93
800-12-1 Interregional Transportation Planning	\$ 5,000.00		\$ 5,000.00	\$ 2,956.40		\$ 2,956.40			\$ -	\$ 5,000.00	\$ -	\$ 2,043.60
804-15-1 Community Traffic Calming & Complete Streets	\$ 2,000.00		\$ 2,000.00	\$ -		\$ -			\$ -	\$ 2,000.00	\$ -	\$ 2,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 62,000.00	\$ 52,500.00	\$ 9,500.00	\$ 553.55	\$ 370.77	\$ 182.78	\$ 40,000.00	\$ 20,000.00	\$ 92,500.00	\$ 29,500.00	\$ 92,129.23	\$ 29,317.22
903-12-1 Regional Pavement & Asset Management System	\$ 30,000.00		\$ 30,000.00	\$ 30,000.00		\$ 30,000.00		\$ 14,000.00	\$ -	\$ 44,000.00	\$ -	\$ 14,000.00

Max Admin = 25%	\$ 57,500.00
Admin	\$ 48,000.00

FY 2018/19 OWP Preliminary Budget \$ 271,000.00 \$ 134,000.00 \$ 137,000.00 18/19 allocation rollover through 2021
 Budget Adjustment Amendment 01 \$ 271,000.00 \$ 134,000.00 \$ 137,000.00
PPM Current Budget \$ 271,000.00 \$ 134,000.00 \$ 137,000.00

\$ 271,000.00 Total PPM Adjusted Budget

	PPM Budget			Quarter 1 & 2 Billing			Amendment 01 - Formal		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 271,000.00	\$ 134,000.00	\$ 137,000.00	\$ 107,829.59	\$ 66,187.18	\$ 41,642.41	\$ -	\$ -	\$ 134,000.00	\$ 137,000.00	\$ 132,000.00	\$ 89,578.59
201-12-1 Regional Trails	\$ 7,779.00	\$ 2,000.00	\$ 5,779.00	\$ -		\$ -			\$ 2,000.00	\$ 5,779.00	\$ 2,000.00	\$ 5,779.00
501-15-0 Airport Planning	\$ 1,000.00		\$ 1,000.00	\$ -		\$ -			\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
600-12-0 Regional Transportation Funding	\$ 8,500.00	\$ 1,000.00	\$ 7,500.00	\$ -		\$ -			\$ 1,000.00	\$ 7,500.00	\$ 1,000.00	\$ 7,500.00
615-15-0 Active Transportation Program (ATP)	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
700-12-0 Regional Project Study Reports	\$ 151,221.00	\$ 110,000.00	\$ 41,221.00	\$ 72,484.75	\$ 63,046.89	\$ 9,437.86			\$ 110,000.00	\$ 41,221.00	\$ 46,953.11	\$ 31,783.14
701-12-1 Regional Transportation Improvement	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
800-12-1 Interregional Transportation Planning	\$ -		\$ -	\$ -		\$ -			\$ -	\$ -	\$ -	\$ -
803-13-1 Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00	\$ -	\$ 192.02	\$ 192.02	\$ -			\$ 500.00	\$ -	\$ 307.98	\$ -
900-12-0 Planning, Monitoring & Traffic Issue/ Policy Creation	\$ 14,000.00	\$ 4,000.00	\$ 10,000.00	\$ -		\$ -			\$ 4,000.00	\$ 10,000.00	\$ 4,000.00	\$ 10,000.00
902-12-2 Regional Transportation Data Collection	\$ 11,000.00	\$ 4,000.00	\$ 7,000.00	\$ 2,948.27	\$ 2,948.27	\$ -			\$ 4,000.00	\$ 7,000.00	\$ 1,051.73	\$ 7,000.00
903-12-1 Regional Pavement & Asset Management System	\$ 76,000.00	\$ 12,000.00	\$ 64,000.00	\$ 32,204.55		\$ 32,204.55			\$ 12,000.00	\$ 64,000.00	\$ 12,000.00	\$ 31,795.45
908-14-1 Regional Maintenance MOU	\$ 1,000.00	\$ 500.00	\$ 500.00	\$ -		\$ -			\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00

Mono County Local Transportation Commission

P.O. Box 347
Mammoth Lakes, CA 93546
(760) 924-1800 phone, 924-1801 fax
commdev@mono.ca.gov

P.O. Box 8
Bridgeport, CA 93517
(760) 932-5420 phone, 932-5431 fax
www.monocounty.ca.gov

LTC Staff Report

TO: Mono County Local Transportation Commission

DATE: March 9, 2020

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: 2020 State Transportation Improvement Program (STIP) and MOU Project update

RECOMMENDATIONS

Receive staff report and provide any desired direction to staff.

FISCAL IMPLICATIONS

The STIP/RTIP funds local and regional transportation projects in Mono County.

ENVIRONMENTAL COMPLIANCE

All STIP/RTIP projects require future environmental compliance as a condition of project funding allocation.

RTP / RTIP CONSISTENCY

All STIP/RTIP projects are required to be consistent with the Regional Transportation Plan (RTP). The two new projects, Eastside Lane phase 2 rehabilitation (Mono County), and Local Streets & Road Rehabilitation (TOML), are consistent with the current and proposed RTP. An example is Chapter 3, Regional Policy Element:

Policy 1.C. Plan and implement a transportation and circulation system that supports the county Land

Use objectives of concentrating development in community areas.

Objective 1.C.1. Accommodate future circulation and transit demand by using existing facilities more

efficiently, or improving and expanding them before building new facilities

Objective 1.C.2. As transportation funding and maintenance dollars continues to be flat (or negative),

consider providing a larger portion of discretionary funding toward maintaining and fixing current transportation infrastructure (fix it first).

Time frame: Ongoing over the 20-year time frame of this plan; review compliance every four years with update of RTP; review funding with current STIP Transportation Improvement Program cycle.

DISCUSSION

The California Transportation Commission (CTC) will adopt STIP on March 25. Staff will present a PowerPoint on current status of MOU projects and possible future action.

ATTACHMENTS

- 2020 RTIP spreadsheet
- 2020 STIP recommendations

MONO 2020 RTIP (Revised 1.10.2020)				(\$1,000's)												
				FY Totals						Component Totals						
Agency	Rte	PPNO	Project	Total	Prior	20-21	21-22	22-23	23-24	24-25	ROW	Const	PA & ED	PS & E	R/W sup	Con sup
Mono LTC		2003	Planning Programming and Monitoring (100k in new PPM)	270	135	100 135	135					100 270				
Mono County	loc	2603	Airport Rd Rehab	1,566	166	1,400					0	1,400	31	135	0	0
Mono County	loc	2605	Eastside Lane, Phase 1, rehab (\$550 incr at vote)	1,650	1,650							1,650				
Mono County	loc	2656	Long Valley Streets Rehab	2,550	300	2,250					0	2,250	100	200	0	0
Caltrans	14	8042B	Kern, 4-lane, Freeman Gulch segment 2	260	260	260								260		
unfunded	Caltrans	14	8042C	Kern, 4-lane, Freeman Gulch (RIP 10%), segment 3												
	Caltrans	395	170A	Olancha-Cartago 4-lane arch pre-mitigation (RIP 10%)		500	500					500				
	Caltrans	395	170	Olancha-Cartago 4-lane expressway - total needed 10.94m (+ 1,250 above 10% MOU for const)	15,043	4,498		10,545			2,480	9,560	937	731	350	985
	Caltrans	395	8539	Kern, Inyokern 4-lane (10%)	310	310							310			
			subtotal	21,649												
new	Mammoth Lakes	loc	xxx	Local streets & road rehabilitation	2,700		2,700					2,700				
new	Mono County	loc	xxx	Eastside Lane phase 2 rehabilitation	3,748				3,748			3,748				
				subtotal new programming	6,448	7,819										
				subtotal new 2020 RTIP programming - table 4 fund estimate	3,561											
				Unprogrammed Balance	3,005											
				Total Fund Balance less new 2020 programming	118											

2020 STIP STAFF RECOMMENDATIONS - COUNTY SHARE

Does Not Include ITIP Interregional Share Proposal (See Separate Listing)
(\$1,000's)

Mono																				
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component						
									20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway Projects:																				
Mono LTC		2003	Planning, programming, and monitoring			Oct-18	135	135	0	0	0	0	0	0	0	135	0	0	0	0
Mono County	loc	2603	Airport Road, rehab			Oct-18	31	31	0	0	0	0	0	0	0	0	31	0	0	0
Mono County	loc	2605	Eastside Lane, Phase 1, rehab (\$500 incr at vote)			May-19	1,650	1,650	0	0	0	0	0	0	0	1,650	0	0	0	0
Caltrans	14	8042A	Freeman Gulch wideng, Seg 1 (w/Mono)(RW CCA 6-19)			close	-387	-387	0	0	0	0	0	0	-325	0	0	0	-62	0
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				260	260	0	0	0	0	0	0	0	0	0	260	0	0
Caltrans	395	170	Olancho-Cartago 4-lane expressway (RIP) (10%)				15,043	4,498	0	10,545	0	0	0	0	2,480	9,560	937	731	350	985
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)				310	310	0	0	0	0	0	0	0	0	310	0	0	0
Mono County	loc	2603	Airport Road, rehab				1,535	135	1,400	0	0	0	0	0	25	1,400	0	110	0	0
Mono County	loc	2656	Long Valley Streets, rehab				2,550	300	2,250	0	0	0	0	0	0	2,250	100	200	0	0
Mono LTC		2003	Planning, programming, and monitoring				270	0	135	135	0	0	0	0	0	270	0	0	0	0
Subtotal, Highway Projects							21,397	6,932	3,785	10,680	0	0	0	2,180	15,265	1,378	1,301	288	985	
Total Programmed or Voted since July 1, 2018							21,397													
PROPOSED 2020 PROGRAMMING																				
Highway Project Proposals:																				
Mammoth Lakes	loc	2675	Local roads and multi-use paths, rehabilitation			NEW	2,700	0	2,700	0	0	0	0	0	2,700	0	0	0	0	
Mono County	loc	2676	Eastside Lane, Phase 2, rehab			NEW	3,748	0	0	0	0	3,748	0	0	3,748	0	0	0	0	
Subtotal, Highway Proposals							6,448	0	2,700	0	0	3,748	0	0	6,448	0	0	0	0	
Total Proposed 2020 STIP Programming							6,448													

Notes:

RTIP adopted on 12/9/19.

No changes to proposal

Balance of STIP County Share, Mono

Total County Share, June 30, 2019	24,402
Total Now Programmed or Voted Since July 1, 2018	21,397
Unprogrammed Share Balance	3,005
Share Balance Advanced or Overdrawn	0
Proposed New Programming	6,448
Minimum	4,224
Target	6,566
Maximum	11,130
Under (Over) Target	118