

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
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commdev@mono.ca.gov

PO Box 8
Bridgeport, CA 93517
760.932.5420 phone, 932.5431 fax
www.monocounty.ca.gov

AGENDA

January 14, 2019 – 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

**Agenda sequence (see note following agenda).*

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of December 10, 2018 – *p. 1*
4. **WELCOME NEW COMMISSIONER JENNIFER HALFERTY**
5. **COMMISSIONER REPORTS**
6. **LOCAL TRANSPORTATION**
 - A. Electric vehicle charging needs assessment update: Provide any desired direction to staff. (*Hailey Lang*) – *p. 5*
 - B. Digital-395 5G implementation: verbal update
 - C. Wildlife crossing update and approve vice-chair's signature on letters: Provide any desired direction to staff. (*Hailey Lang*) – *p. 6*
7. **ADMINISTRATION**
 - A. LTC Audit Report (*Janet Dutcher*) – *p. 11*
8. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA): ESTA ridership (*Phil Moores*) – *p. 52*
 - B. Yosemite Area Regional Transportation System (YARTS) – *p. 54*
9. **CALTRANS**
 - A. SB 1 update
 - B. Activities in Mono County & pertinent statewide information
10. **QUARTERLY REPORTS**
 - A. Town of Mammoth Lakes – *p. 56*
 - B. Mono County (*verbal*) (*Garrett Higerd*)
 - C. Caltrans – *p. 58*
11. **INFORMATIONAL:** No items

More on back...

COMMISSIONERS

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

12. **UPCOMING AGENDA ITEMS**

13. **ADJOURN** to February 11, 2019

***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

December 10, 2018

COUNTY COMMISSIONERS: Stacy Corless, John Peters, Fred Stump

TOWN COMMISSIONERS: Sandy Hogan, Lynda Salcido, Dan Holler for John Wentworth

COUNTY STAFF: Wendy Sugimura, Gerry Le Francois, Hailey Lang, Jeff Simpson, Garrett Higerd, Tony Dublino (teleconference), CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Brent Green, Ryan Dermody, Trisha Moyer, Bradley Bowers

ESTA: Phil Moores

GUESTS: Don Condon, Electric Auto Association; Lynn Boulton, Sierra Club Range of Light; Janet Carle, 350 Mono Climate Action; Sheena Waters, BLM; Dan Andersen, Cambridge Systematics; Gaye Mueller, Mono Fish & Wildlife; Tim Taylor, California Department of Fish & Wildlife; Susanna Danner, Eastern Sierra Land Trust

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice-Chair Fred Stump called the meeting to order at 9:00 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance.

2. **PUBLIC COMMENT:** None

--- Salcido & Holler arrived at 9:05 a.m. ---

3. **MINUTES**

MOTION: Approve minutes of October 15, 2018, as submitted. *(Corless/Hogan. Ayes: 6-0.)*

4. **COMMISSIONER REPORTS:** **Hogan:** Thanked Caltrans for north projects. **Holler:** Sidewalk work in town used very much, along Minaret to Village. **Corless:** None. **Peters:** Happy Prop. 6 defeated, Mono and California can continue projects. **Salcido:** None. **Stump:** Nice to have snow, good job by Caltrans.

5. **LOCAL TRANSPORTATION**

A. **Highway 395 wildlife crossing project:** Wendy Sugimura introduced multi-agency, collaborative effort started at CPT (Collaborative Planning Team), with Caltrans and CDFW taking lead. USFS, BLM, USFWS interested as well. CPT group on board but taking action and funding deal with roads, under Caltrans jurisdiction.

Bradley Bowers, Caltrans environmental planner, cited nationwide issue. About 300,000 reported but many not reported. No report if under \$1,000 damage. Animals struck, pass away off road, not recorded. Average cost over \$6,000, swerving into other cars. \$8,000 +/-deer impact. Influencing drivers and animals. Wildlife crossings include fencing to funnel animals to cross safely. Do they work? 80% reduction in deer-vehicle collisions in Virginia. Pre- vs post-fencing showed effective. Fencing's economic value prevents one deer crash per mile. Eastern Sierra options: District 9 mortality 135 in Mono, fewer in Inyo. Vast majority on US 395. Average 130 killed/year. Hotspots: Benton Crossing/Mt. Morrison, SR 108 junction, Bodie Road. Data from Caltrans maintenance workers on carcasses. He described six concepts ranging from new crossings and fencing with maximum coverage (\$53.3 million) to lesser coverage (\$20,000/year). Concepts considered: infrared-activated signage (effectiveness debatable), electric fencing (costly), and reflectors/mirrors (mixed effectiveness).

Taylor noted good overcrossings in Nevada. Updates: CDFW, Mono, Caltrans, BLM expressed support. Looking for funding, possible grant money. Partner for environmental studies.

Taylor indicated 10-mi stretch between hatchery to SR 203 impacts Round Valley herd. Spring holding period, cross multiple times, traffic volumes increasing. Casa Diablo herd by Benton impacted. Mono Lake herd mortality at Buckeye, Conway Summit, Conway Ranch, and Walker.

Corless recalled successful projects like Santa Cruz for funds outside government agencies; i.e., nonprofits.

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Lynda Salcido Fred Stump John Wentworth

Dermody was looking at other projects funded by non-government entities. Steps toward PID (Project Initiation Document), etc. One step at a time.

Close to funding? *Dermody: Taylor found funding. Caltrans might have internal funding for PID.*

Hogan reminded fencing only on airport side. FAA fund other side? *Holler: No, only airport side to keep out of air space.* Taylor indicated it would increase deer mortality, unsafe for motorists. Bad situation.

Hogan suggested convincing FAA to contribute to fence on other side.

Peters mentioned scaling back current projects, especially north county. What about marine base, federal money?

Dermody wanted to do something somewhere. Hotspot at Benton Crossing. Focus there with shoulder widening, maybe fencing.

Undercrossing between hotspots? Cattle crossing at Convict Creek? *Taylor cited overflow from creek, too small for deer. Retrofit or replace might work. Deer use Mammoth Creek, but willows grow along creek. Other species to consider: bear, bobcat, badger cut off connectivity to habitats.*

Insurers part of solution? *Green: State Farm agent claims \$5,000 to \$8,000. Not heard of funding.*

Stump thought phasing important. Did NEPA include fencing on other side to prevent boomerang? Hogan noted FAA's NEPA does not focus on deer. Taylor received comment letters from various agencies about FAA.

Dermody thought PID would start in January, done June 30. Start environmental studies.

Taylor cited CDFW grant from USFWS: \$200,000 environmental studies related to wildlife on stretch of highway. Need good data. Look where deer use stretches of highway. Get pre-construction data, later post-construction data. Start this spring. *Dermody: PID on whole stretch. Steve Nelson at BLM: archeological studies. Hogan: USFS also, runway on national forest land. Maybe replace chain link fencing. (Holler: Also airport security.) Hog wire less costly. Finish NEPA before airport fence.*

Stump noted coordination with Town, LTC request interactions with FAA. Discussed in 2013.

Boulton has reduced speed to 30 mph from SNARL (Sierra Nevada Research Lab) due to deer.

Actual timeline for PID? *Dermody: Done in July depending on CDFW input on site.*

Corless mentioned report in July about fundraising options. Would work on it.

Green wanted to invite BLM back, Steve Nelson passionate, federal funding more readily available. Maybe pay for environmental.

Hogan reminded both environmental documents are federal.

Agency representatives need more formal action, or is discussion OK? *Taylor: Letter helpful to CDFW, continue to look for funding CalDeer. Go long way for more environmental work. Dermody concurred. Generic letter identifying high priority.*

Le Francois cited Taylor, Dermody, BLM for January, directing staff. Salcido and Corless.

Taylor favored 395 or Eastern Sierra stewardship team like SR 89. Radio telemetry gives good data.

Holler mentioned nonprofits in area, leverage what we have.

Stump suggested letter for January agenda, to BOS, Town Council, USFWS.

Gaye Mueller, chair Mono County Fish & Wildlife, presentation on project. Jan. 2 meeting, got volunteer.

--- Break ---

B. Electric-vehicle-charging station in Lee Vining: Gerry Le Francois noted LTC funds highway projects, also has resource efficiency plan, GHG (Green House Gas) effort. Alternate fuels policy section exists. LTC does not own any facilities. New piece of infrastructure that Mono would maintain. Will go to Mono Supervisors ultimately.

Janet Carle, retired State Park ranger, introduced Don Condon and Lynn Boulton. Solar pavilion in Lee Vining generates 5 kwh power. Pavilion has Wi-Fi tile wall, gatherings there already. Conduit connects to EV charging station. Car chargers are complex. Demo project in Lee Vining, EV infrastructure on cusp. Mono residents drive a lot, biggest carbon footprint. Resource Efficiency Plan encourages EV. Lee Vining wants to move to renewable energy. Solar power, car charger. EV is way to go. Panels generate power to charge the station. Put monitor in for car charging. Yearly bill with reckoning. Opportunity for data, EV community excited to offer free charging. In the public good to use charging: cleaner air, reduced GHG. Make as easy as possible. Two-year demonstration. Universal type-2, the people's charger. Basic car charger, not fast, 30 miles in one hour. Money was donated: \$2,000 in new tiles, money for wire, installation, monitor, maintenance. \$1,500 donated toward expenses. What to do while your car is charging. Plenty of parking.

Boulton calculated maximum power by solar panels. Played out scenarios. Most drivers just top off, fill up elsewhere.

Stump noted solar panel is hooked into grid.

Condon noted Caltrans quick-charge stations as far as Bishop. Close gap from Mammoth to Gardnerville. State wants 5 million electric vehicles by 2020. Support charging stations as wave of future. Demo project to learn a lot.

Carle cited precedent for California State Parks free chargers. Bodie on list.

Dublin saw few policy issues. Land use at county parks, free energy if beyond solar generation. Mono Supervisors will decide. Hope to implement in summer 2019. Get Board direction at January meeting.

Boulton wanted to track with spreadsheet that matches net metering. See if making or losing money. \$1,500 from donor to cover trial period.

Dublin had questions but had not devoted time to research. 12-mo generation? How metering work?

Phil Moores noted big push toward full electrification of public transit. Big car companies expect a lot.

Auto backup? *System itself. Visited pavilion, spectacular interpretive panels on area residents.*

Prevention of overstays? Carle indicated four-hour limit, mostly a top-off. Car A charge cuts in half when car B shows up.

Holler indicated lower snow removal priority, on scale of park-and-ride site.

Condon commended phenomenal volunteerism in Lee Vining.

Hogan saw great location at town center.

Carle reported fifth- and sixth-grade class took on pavilion stewardship.

Peters mentioned charging etiquette, data collection from beginning, and Mono's capacity to take on something new.

MOTION: LTC supports installation of electric-vehicle charging station at Hess Park in Lee Vining. (Hogan/Salcido. Ayes: 6-0.)

6. ADMINISTRATION

A. **Resolution of appreciation:** Gerry Le Francois presented resolution of appreciation for retiring Inyo County planner Courtney Smith, citing contributions such as 2016 projects deprogrammed, Inyo stepping up for Freeman Gulch-1.

B. **Introduce Hailey Lang:** Lang is a new community development analyst based in Bridgeport.

C. **Introduce Phil Moores:** The new ESTA executive director moved his family outside Bishop to Aspendell, highest-elevation full-time community in California.

7. TRANSIT

A. **Eastern Sierra Transit Authority (ESTA):** Phil Moores noted Unified Command safety meetings in Inyo and Mono discussed nuclear meltdown, similar to volcanic threat. Inyo SAR helped with Camp Fire, crews from as far away as Kentucky. MUSD, Wild Iris, and IMACA benefit from "stuff the bus" donations for less fortunate.

Large steel structure to service vehicles. New bus this summer. Video cameras in vehicles can pay off in collision documentation, customer service. Down to last trainer. Driver shortage a problem. Instructors to be certified this year. How coordinate testing/training. Exams far away in Bakersfield, so get DMV examiner or have own examiner. Short-Range Transit Plan is due 2020.

B. **Yosemite Area Regional Transportation System (YARTS):** Gerry Le Francois sent letter of support for daily service June through September. Fare increase on schedule. Selena McKinney complimented Hogan, Corless, and Jeff Simpson for input on YARTS Short-Range Transit Plan. Draft of working paper 3 soon.

Hogan reported she, Corless and Bob Gardner met in Valley. Plan to hold annual fall meeting.

Corless indicated that after workshop, YARTS JPA met on fare increase. Eliminate JL Loop, maybe stop at kiosk. Moving toward fiscal sustainability. Le Francois noted June Mountain is shown as possible stop.

Hogan mentioned reducing travel time. Possibly eliminate one Lee Vining stop as well.

--- Break ---

8. CALTRANS

A. **Draft Eastern Sierra Corridor Freight Study:** Ryan Dermody obtained grant for all things freight. Lots in Reno, Southern California. Dan Anderson of Cambridge Systematics indicated draft recommendations for US 395 & 6, SR 14 & 58. Outside corridor impacts inside corridor. Impacts on highway as Main Street. Tremendous growth in Reno/Tahoe industrial center. Built out, sold out. Tremendous growth in Southern California high desert Inland Empire, impact on 395. Vast majority moving east-west from ports in San Francisco and Long Beach. Normal growth of corridor in all types of vehicles, same rate for trucks. Seven hundred trucks/day projected to 1,000. Survey to employers in tri-center on freight flows, traffic patterns, direction going (back to Reno mainly).

Stump indicated winter traffic impacts to US 6 when diverted from US 395.

Solid waste programs factored in? *No.*

Nevada side daily truck traffic north of CA is 240-250 trucks/day. US 6 350 trucks/day. More actually using US 95 to US 6 than straight down (shortest route).

Dermody recalled 10 years ago US 395 had most trucks.

Widen shoulders all way up?

Grades not that steep on US 6, volumes not that significant. Truck parking analysis nearly done. From all indications, about 100 trucks/day need parking in Bishop area. Truckers have electronic logs on hours of service, need place to park. Public agencies strapped, so private sector could make money on truck stops. Support for that in Bridgeport or Bishop?

Peters cited aesthetic issue on 395 corridor. Not enough private land available. Opportunity with local Indian Colony, but where to put it? Problems with CHP and USFS offices.

Hogan mentioned large conservation easements in Bridgeport Valley.

Financial incentive for Buster's site? *Andersen: Increased revenue when truckers stop. If charge for parking, go elsewhere. Look for opportunities with private sector.* Peters noted Indian Colony does not have space.

Andersen asked how residents feel about truck parking. Peters cited cattle trucks, military buses. Recognize it occurs, no alternative. North of town value of viewshed, widening shoulders can be tough. Truck stop casino into Nevada. Not go over very well unless incorporated with multi-agency facility.

Stump indicated scenic components in Mono very important. Benton tribe wanted land into tribal trust, didn't happen. No fiscal capacity, close to Nevada where cheaper alternatives exist. Viewsheds, environmental impact, preservation important.

Andersen mentioned tribal truck stop in Gardnerville.

Peters cited BLM land leased for County yard, space, but coldest place on 395.

Andersen noted Crestview rest area's excessive demand, so expand. Need 45 more spaces right now. Economic benefit of truck parking. Trucks in left lane through town an option. Bypass comes with extreme environmental and financial costs. Other vehicles use bypass, affects economy of community. Perception of safety issue for trucks on Main Street. Climbing lanes over Tehachapi Pass and Conway Summit.

Peters indicated Complete Streets helped Bridgeport, no commercial vehicles parked along Main Street.

Stump noted Bishop was offered bypass 50 years ago, businesses said no. Town restricted Main Street parking, suffered consequences, as shown by vacancies. Short-term view.

Andersen thanked LTC for valuable input.

B. Activities in Mono County & pertinent statewide information: Green deferred to next meeting.

Dermody wanted to memorialize stewardship committee with signatories on wildlife.

Salcido: Hwy 89 group?

9. INFORMATIONAL

A. Caltrans Scoping Letter regarding projects in northern Mono County

10. **UPCOMING AGENDA ITEMS:** 1) Digital-395 5G implementation verbal update; no local approvals if towers exist; 2) Electric vehicle charging needs assessment 3) wildlife crossing report; 4) stewardship team (Corless & Salcido); 5) quarterly reports; 6) ESTA ridership; 7) SB 1 update.

Four chargers at Bridgeport Shell. Ground rules with Edison.

11. **ADJOURN** at 12:05 p.m. to January 14, 2019

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LTC Staff Report

January 14, 2019

FROM: Hailey Lang, Planning Analyst

SUBJECT: Electric vehicle charging needs assessment

RECOMMENDATION

Update on the electric vehicle charging needs assessment. Provide any desired direction to staff.

FISCAL IMPLICATIONS

Staff time associated with updating the draft EV charging station policy.

ENVIRONMENTAL COMPLIANCE

Installation of EV stations are ministerial projects under the building permit process.

RTP/RTIP CONSISTENCY

The Regional Transportation Plan policies support EV charging stations, as shown below.

Policy 4.D. Encourage the use of alternative fuels in County operations and throughout the community.

Objective 4.D.2. Consider installation of electric vehicle charging stations at public facilities, such as parking lots and airports, for community use.

Time frame: Within the 10-year short-term time frame of this plan.

Objective 4.D.5. Encourage new commercial and visitor-serving projects to include electric vehicle charging stations in parking areas.

Time frame: Within the 10-year short-term time frame of this plan.

DISCUSSION

The LTC has a draft policy document on EV goals and policies created in 2017. The draft policy does not explicitly define EV technologies, potential location zones, or other associated costs. Staff is currently conducting a county-wide needs assessment to identify potential charging location zones. In addition to identifying zones, staff will address the following:

- Potential charging station service fees;
- The cost of installing chargers based on charger type;
- Potential EV charging station locations on public and private facilities;
- The cost of maintaining chargers and financial implications; and
- The benefits of EV charging stations in Mono County.

The most recent update in reference to the needs assessment has been coordinating with Liberty Utilities and Southern California Edison in order to identify infrastructure needs and capabilities.

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LTC Staff Report

January 14, 2019

FROM: Hailey Lang, Planning Analyst II
Gerry Le Francois, Co-Director LTC

SUBJECT: Wildlife Crossing update and Letters of Support to various agency partners

RECOMMENDATION

Letters of Support as requested by the commission. Action to authorize vice-chair to sign. Provide any additional direction to staff.

FISCAL IMPLICATIONS

Additional funding for project development activities will need to be identified as this moves forward

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP/RTIP CONSISTENCY

Not applicable

DISCUSSION

At the December LTC meeting, the commission requested letters of support to be submitted to California Department of Fish and Wildlife, Caltrans District 9, BLM, and INF in order to preserve wildlife, support the connectivity of wildlife corridors, and reduce wildlife/vehicle collisions to the traveling public. This would be an interagency effort since this project involves regional resources and land management issues.

Commissioners Salcido and Corless suggested exploring the possibility of existing non-profits to help with future funding.

Caltrans has secured the necessary funding to begin the Project Initiation Document (PID) process.

ATTACHMENTS

- Support letters: BLM, CDFW, Caltrans, Inyo National Forest

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January 14, 2019

Bureau of Land Management
351 Pacu Lane Suite 100
Bishop, CA 93514

Attn: Steve Nelson, Field Manager

Re: Letter of Support Regarding Wildlife Crossings Along U.S. 395

Dear Steve Nelson,

This letter is to express Mono County Local Transportation Commission's (LTC) support for continued interagency coordination for development and implementation of wildlife crossings along U.S. 395. The LTC is committed to working with Caltrans, Bureau of Land Management, Inyo National Forest, and California Department of Fish and Wildlife in creating a resolution that benefits both wildlife and vehicular traffic.

Coordination to date has resulted in a Caltrans District 9 Feasibility Study Report for Wildlife/Vehicle Collision Reduction in the District, a presentation before this Commission from California Department of Fish and Wildlife and District 9 on possible concepts and locations for wildlife crossings, and Collaborative Planning Team (CPT) and CPT subcommittee discussions. The Feasibility Study Report confirmed that wildlife/vehicle collisions are significantly high in Mono County, particularly for deer populations. Due to the environment and geography of Mono County, more deer are killed by vehicle than in the other District 9 counties. These collisions are costly to the traveling public, and wildlife crossings can be very effective in reducing wildlife/vehicle collisions. Lastly, coordination is necessary between agencies in order to secure funding sources and finalize design concepts and potential locations for improvements.

The Mono County LTC recognizes the importance of the wildlife crossing feasibility study and will continue to work closely with our partners and supports efforts to reduce wildlife/vehicle collisions along the 395 corridor.

Sincerely,

Fred Stump
Vice-Chair

Mono County Local Transportation Commission

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January 14, 2019

California Department of Fish & Wildlife
787 N. Main Street Suite 220
Bishop, CA 93514

Attn: Tim Taylor

Re: Letter of Support Regarding Wildlife Crossings Along U.S. 395

Dear Tim Taylor,

This letter is to express Mono County Local Transportation Commission's (LTC) support for continued interagency coordination for development and implementation of wildlife crossings along U.S. 395. The LTC is committed to working with Caltrans, Bureau of Land Management, Inyo National Forest, and California Department of Fish and Wildlife in creating a resolution that benefits both wildlife and vehicular traffic.

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The Mono County LTC recognizes the importance of the wildlife crossing feasibility study and will continue to work closely with our partners and supports efforts to reduce wildlife/vehicle collisions along the 395 corridor.

Sincerely,

Fred Stump
Vice-Chair

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January 14, 2019

California Department of Transportation
500 S. Main Street
Bishop, CA 93514

Attn: Brent Green, Director

Re: Letter of Support Regarding Wildlife Crossings Along U.S. 395

Dear Brent Green,

This letter is to express Mono County Local Transportation Commission's (LTC) support for continued interagency coordination for development and implementation of wildlife crossings along U.S. 395. The LTC is committed to working with Caltrans, Bureau of Land Management, Inyo National Forest, and California Department of Fish and Wildlife in creating a resolution that benefits both wildlife and vehicular traffic.

Coordination to date has resulted in a Caltrans District 9 Feasibility Study Report for Wildlife/Vehicle Collision Reduction in the District, a presentation before this Commission from California Department of Fish and Wildlife and District 9 on possible concepts and locations for wildlife crossings, and Collaborative Planning Team (CPT) and CPT subcommittee discussions. The Feasibility Study Report confirmed that wildlife/vehicle collisions are significantly high in Mono County, particularly for deer populations. Due to the environment and geography of Mono County, more deer are killed by vehicle than in the other District 9 counties. These collisions are costly to the traveling public, and wildlife crossings can be very effective in reducing wildlife/vehicle collisions. Lastly, coordination is necessary between agencies in order to secure funding sources and finalize design concepts and potential locations for improvements.

The Mono County LTC recognizes the importance of the wildlife crossing feasibility study and will continue to work closely with our partners and supports efforts to reduce wildlife/vehicle collisions along the 395 corridor.

Sincerely,

Fred Stump
Vice-Chair

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January 14, 2019

Inyo National Forest
351 Pacu Lane Suite 200
Bishop, CA 93514

Attn: Tamara Randall-Parker, Forest Supervisor

Re: Letter of Support Regarding Wildlife Crossings Along U.S. 395

Dear Tamara Randall-Parker;

This letter is to express Mono County Local Transportation Commission's (LTC) support for continued interagency coordination for development and implementation of wildlife crossings along U.S. 395. The LTC is committed to working with Caltrans, Bureau of Land Management, Inyo National Forest, and California Department of Fish and Wildlife in creating a resolution that benefits both wildlife and vehicular traffic.

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The Mono County LTC recognizes the importance of the wildlife crossing feasibility study and will continue to work closely with our partners and supports efforts to reduce wildlife/vehicle collisions along the 395 corridor.

Sincerely,

Fred Stump
Vice-Chair

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Staff Report

January 14, 2019

TO: Mono County Local Transportation Commission
FROM: Janet Dutcher, Finance Director
SUBJECT: Mono County Local Transportation Commission Audit Report 2017-18

RECOMMENDATION

Receive and accept LTC Financial Statement with Independent Auditor's Report ending June 30, 2018

DISCUSSION

Receive the Mono County Local Transportation Commission Financial Statement with Independent Auditor's Report dated June 30, 2019, from Finance Director Janet Dutcher

FISCAL IMPLICATIONS

N/A

ATTACHMENTS

Financial Statement with Independent Auditor's Report ending June 30, 2018

**MONO COUNTY
LOCAL TRANSPORTATION
COMMISSION**

**Financial Statements
With Independent Auditor's Report
June 30, 2018**

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
June 30, 2018**

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Craig R. Fechter, CPA, MST

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, 2018, 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

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, 2018, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

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, 2018, 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

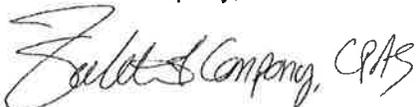
Required Supplementary Information

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 individual fund financial statements and schedules listed in the table of contents are presented for purposes of additional analysis and are not a required part of the basic financial statements. These statements and schedules are the responsibility of management and were derived from and relate 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 30, 2018
Sacramento, California

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

Management's Discussion and Analysis
For the Year Ended June 30, 2018

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, 2018. 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 \$216,724 (*net position*). All of this balance is unrestricted and is available to meet ongoing obligations to citizens and creditors.
- As of June 30, 2018, the Commission reported an ending fund balance of \$216,724 for its governmental fund. This is an increase of \$54,557 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 2017-18, the Commission incurred program expenditures of \$412,602, a decrease of \$265,164, or 39%, 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, 2018

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, the Statement Transit Assistance Fund and the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA).

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION

Management's Discussion and Analysis
 For the Year Ended June 30, 2018

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, 2018 and 2017:

	Governmental Activities		
	2018	2017	Change
Assets			
Cash and investments	\$ 217,346	\$ 110,403	\$ 106,943
Receivables	47,749	168,746	(120,997)
Total assets	<u>265,095</u>	<u>279,149</u>	<u>(14,054)</u>
Liabilities			
Accounts payable	48,371	116,982	(68,611)
Total liabilities	<u>48,371</u>	<u>116,982</u>	<u>(68,611)</u>
Net Position			
Unrestricted	<u>\$ 216,724</u>	<u>\$ 162,167</u>	<u>\$ 54,557</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, 2018, assets exceeded liabilities by \$216,724, an increase of \$54,557 or 34%. 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, 2018

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

	Governmental Activities		
	2018	2017	Change
Program revenues			
Regional Planning Assistance	\$ 211,417	\$ 203,468	\$ 7,949
Planning, Programming & Monitoring	210,591	340,711	(130,120)
Regional Surface Transportation Program	42,724	129,294	(86,570)
Other grants	-	14,993	(14,993)
Total program revenues	464,732	688,466	(223,734)
General revenues - interest	2,427	1,847	580
Total revenues	467,159	690,313	(223,154)
Program expenses - transportation planning	412,602	677,766	(265,164)
Change in net position	54,557	12,547	42,010
Net position at beginning of year	162,167	149,620	12,547
Net position at end of year	\$ 216,724	\$ 162,167	\$ 54,557

The Commission's total program and general revenues were \$467,159, while the total cost of all programs was \$412,602. Grants funded all of the Commission's programs. PPM revenues were \$130,120 lower than the prior year with a corresponding decrease in program expense of a slightly higher amount. This demonstrates the close link between program spending and the funding sources supporting those programs.

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, 2018, the Commission reported an ending fund balance of \$216,724, an increase of \$54,557 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 \$467,159, which represents a decrease of \$223,154 from the prior year. RPA grants remained relatively level, and RSTP funds decreased. PPM revenues were significantly lower because they did not include STIP purchases for a bus and trolley as in the prior year. 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, 2018

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 2018	FY 2017	Change
100 Administration	\$30,596	32,980	\$ (2,384)
200 RTP Planning	65,641	51,681	13,960
300 Transit Planning and Interagency Coordination	2,500	2,911	(411)
500 Airports	319	54	265
600 Livable Communities	5,097	38,520	(33,423)
700 RTIP Maintenance & Planning	3,137	16,475	(13,338)
800 Community Planning	4,275	8,887	(4,612)
900 Current Planning & Monitoring	165,785	105,690	60,095
1000 Training & Development	11,338	5,908	5,430
RSTP Program	107,204	97,945	9,259
ESTA Pass Through	16,710	316,715	(300,005)
	<u>\$412,602</u>	<u>\$677,766</u>	<u>\$ (265,164)</u>

Budgetary Highlights

On June 12, 2017, the Commission adopted the fiscal year 2017-18 OWP. The OWP covers activities funded with RPA and PPM sources and totaled \$382,190. With the addition of the RSTP and ESTA pass through grant programs, the Commission's budget for the year totaled \$558,723.

Actual revenues were \$467,159. RPA, PPM, and RSTP were not fully spent. Unspent funds were re-programmed into the following fiscal year's OWP.

Actual expenditures for the OWP were under budget by \$146,121, or 26% 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, 2018

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, 2018 that exceeded this threshold.

Debt Administration

The Commission did not have any long-term obligations as of June 30, 2018.

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, 2018

	<u>Governmental Activities</u>
ASSETS	
Cash and investments	\$ 217,346
Due from other governments	<u>47,749</u>
Total Assets	<u>265,095</u>
LIABILITIES	
Accounts payable	<u>48,371</u>
NET POSITION	
Unrestricted	<u><u>\$ 216,724</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Activities

For the Year Ended June 30, 2018

	<u>Governmental Activities</u>
PROGRAM REVENUES	
Operating grants	
Regional planning assistance	\$ 211,417
Planning, Programming & Monitoring	210,591
Regional Surface Transportation Program	<u>42,724</u>
Total Program Revenues	464,732
PROGRAM EXPENSES	
Transportation planning	<u>412,602</u>
Net (Expenses) Program Revenues	52,130
GENERAL REVENUES	
Interest earned	<u>2,427</u>
Change in Net position	54,557
Net Position, Beginning of the Year	<u>162,167</u>
NET POSITION, END OF THE YEAR	<u><u>\$ 216,724</u></u>

FUND FINANCIAL STATEMENTS

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Balance Sheet - Governmental Fund
 June 30, 2018

	<u>Planning Fund</u>
ASSETS	
Cash and investments	\$ 217,346
Due from other governments	<u>47,749</u>
Total Assets	<u>\$ 265,095</u>
LIABILITIES	
Accounts payable	<u>\$ 48,371</u>
Total Liabilities	48,371
FUND BALANCES	
Unassigned	<u>216,724</u>
Total Liabilities and Fund Balances	<u>\$ 265,095</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Revenues, Expenditures, and Changes in Fund Balance
 Governmental Fund
 For the Year Ended June 30, 2018

	<u>Planning Fund</u>
REVENUES	
Rural Planning Assistance (RPA)	\$ 211,417
STIP-Planning, Programming & Monitoring (PPM)	210,591
Regional Surface Transportation Program (RSTP)	42,724
Interest	<u>2,427</u>
 Total Revenues	 <u>467,159</u>
EXPENDITURES	
Planning and Administration - RPA	211,418
Planning - STIP-PPM	77,270
RSTP program	107,204
ESTA program	<u>16,710</u>
 Total Expenditures	 <u>412,602</u>
 CHANGE IN FUND BALANCE	 54,557
 Fund Balance, Beginning of the Year	 <u>162,167</u>
 FUND BALANCE, END OF THE YEAR	 <u><u>\$ 216,724</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position
 Fiduciary Funds
 June 30, 2018

	<u>Private Purpose Trust Funds</u>
ASSETS	
Cash and investments	\$ 928,627
Taxes receivable	58,239
Due from other governments	<u>86,510</u>
 Total Assets	 <u><u>\$ 1,073,376</u></u>
LIABILITIES	
Allocations payable	\$ 213,475
NET POSITION	
Held in trust for other governments	<u>859,901</u>
 Total Liabilities and Net Position	 <u><u>\$ 1,073,376</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Changes in Fiduciary Net Position
 Fiduciary Funds
 For the Year Ended June 30, 2018

	<u>Private Purpose Trust Funds</u>
ADDITIONS	
Sales and use tax	\$ 783,284
Intergovernmental revenues	270,401
Interest	<u>10,111</u>
Total Additions	<u>1,063,796</u>
DEDUCTIONS	
Allocations to Claimants	
Eastern Sierra Transit Authority	720,167
Yosemite Area Regional Transit System	35,000
Mono County Senior Services	30,000
Administration	<u>8,813</u>
Total Deductions	<u>793,980</u>
CHANGE IN FIDUCIARY NET POSITION	269,816
Net Position, Beginning of Year, Restated	<u>590,085</u>
Net Position, End of Year	<u><u>\$ 859,901</u></u>

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

Notes to Financial Statements
For the Year Ended June 30, 2018

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 Mono County Local Transportation 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. Its 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, 2018.

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, 2018

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, 2018.

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, 2018

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, 2018, 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, 2018

Note 1: Summary of Significant Accounting Policies – Continued

E. Receivables

The Commission's receivables includes mostly amounts due from other governmental agencies and consists 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, 2018, 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, 2018, 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 Policies

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, 2018

Note 1: Summary of Significant Accounting Policies – Continued

H. Fund Balance Policies - 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, 2018

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, 2018, the Commission received only interest revenues earned on cash balances held with the County. As of June 30, 2018, PTMISEA and Transit Security funds received and expended were verified in the course of our audit as follows:

Balance from prior years	\$	38,116
Proceeds received:		
Interest revenues		552
Expended:		
Eastern Sierra Transit Authority		<u>-</u>
Unexpended proceeds, June 30, 2018	\$	<u>38,668</u>

Funds will be passed through to Eastern Sierra Transit Authority for capital projects identified by ESTA such as support vehicles, as well as scheduling and dispatch software. Qualifying expenditures must be encumbered within three years from the date of the allocation and expended within three years from the date of the encumbrance.

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Notes to Financial Statements
For the Year Ended June 30, 2018

Note 4: Subsequent Events

Management has evaluated events subsequent to June 30, 2018, through November 30, 2018, 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, 2018

	Original & Final Budget	Actual	Variance Over/(Under) Budget
Revenues			
Rural Planning Assistance	\$ 211,417	\$ 211,417	\$ -
STIP-PPM	210,591	210,591	-
RSTP	42,724	42,724	-
Interest	-	2,427	2,427
	<u>464,732</u>	<u>467,159</u>	<u>2,427</u>
Total revenues			
	<u>464,732</u>	<u>467,159</u>	<u>2,427</u>
Expenditures			
Overall Work Program:			
100 Administration	36,000	30,596	5,404
200 RTP Planning	141,585	65,641	75,944
300 Transit Planning and Interagency Coordination	2,500	2,500	-
500 Airports	11,500	319	11,181
600 Livable Communities	29,000	5,097	23,903
700 RTIP Maintenance & Planning	10,137	3,137	7,000
800 Community Planning	7,500	4,275	3,225
900 Current Planning & Monitoring	176,587	165,785	10,802
1000 Training & Development	20,000	11,338	8,662
RSTP Program	107,204	107,204	-
ESTA Pass Through	16,710	16,710	-
	<u>558,723</u>	<u>412,602</u>	<u>146,121</u>
Total expenditures			
	<u>558,723</u>	<u>412,602</u>	<u>146,121</u>
Change in Fund Balance	<u>\$ (93,991)</u>	54,557	<u>\$ (148,548)</u>
Fund balance, beginning of year		<u>162,167</u>	
Fund balance, end of year		<u>\$ 216,724</u>	

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Notes to Required Supplementary Information
For the Year Ended June 30, 2018

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, 2018

(With Comparative Totals as of June 30, 2017)

	Local Transportation Fund	State Transit Assistance	PTMISEA Transit Security	Totals	
				2018	2017
ASSETS					
Cash and investments	\$ 603,502	\$ 286,457	\$ 38,668	\$ 928,627	\$ 552,685
Sales tax receivable	58,239	-	-	58,239	37,400
Due from other governments	-	86,510	-	86,510	38,898
Total Assets	\$ 661,741	\$ 372,967	\$ 38,668	\$ 1,073,376	\$ 628,983
LIABILITIES AND NET POSITION					
Liabilities					
Allocations payable	\$ 76,399	\$ 137,076	\$ -	\$ 213,475	\$ 38,898
Total Liabilities	76,399	137,076	-	213,475	38,898
Net Position					
Held in trust for pedestrian & bicycle projects	85,815	-	-	85,815	73,222
Held in trust for other purposes	499,527	235,891	38,668	774,086	516,863
Total Net Position	585,342	235,891	38,668	859,901	590,085
Total Liabilities and Net Position	\$ 661,741	\$ 372,967	\$ 38,668	\$ 1,073,376	\$ 628,983

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Combining Statement of Changes in Fiduciary Net Position
 All Private Purpose Trust Funds
 For the Year Ended June 30, 2018
 (With Comparative Totals For the Fiscal Year Ended June 30, 2017)

	Local	State	PTMISEA &	Totals	
	Transportation Fund	Transit Assistance	Transit Security	2018	2017
ADDITIONS					
Sales and use taxes	\$ 783,284	\$ -	\$ -	\$ 783,284	\$ 721,894
Intergovernment Revenue	-	270,401	-	270,401	153,817
Interest	6,553	3,006	552	10,111	5,342
Total Additions	789,837	273,407	552	1,063,796	881,053
DEDUCTIONS					
Allocations to Claimants					
Eastern Sierra Transit Authority	496,791	223,376	-	720,167	642,325
Yosemite Area Regional Transit System	35,000	-	-	35,000	35,000
Mono County Senior Services	30,000	-	-	30,000	30,000
Administration	8,813	-	-	8,813	9,392
Total Deductions	570,604	223,376	-	793,980	716,717
CHANGE IN FIDUCIARY NET POSITION	219,233	50,031	552	269,816	164,336
Net Position, beginning of year	366,109	185,860	38,116	590,085	425,749
Net Position, end of year	\$ 585,342	\$ 235,891	\$ 38,668	\$ 859,901	\$ 590,085

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position

By Area of Apportionment

Local Transportation Fund

June 30, 2018

(With Comparative Totals as of June 30, 2017)

	Local Transportation Fund - Transit	Pedestrian/ Bicycle	Totals	
			2018	2017
ASSETS				
Cash and investments	\$ 517,687	\$ 85,815	\$ 603,502	\$ 328,709
Sales tax receivable	58,239	-	58,239	37,400
Total Assets	\$ 575,926	\$ 85,815	\$ 661,741	\$ 366,109
LIABILITIES AND NET POSITION				
Liabilities:				
Allocations payable	\$ 76,399	\$ -	\$ 76,399	\$ -
Total Liabilities	76,399	-	76,399	-
Net Position:				
Held in trust for Pedestrian & Bicycle projects	-	85,815	85,815	73,222
Held in trust for other purposes				
Apportioned and allocated	35,000	-	35,000	36,770
Apportioned and unallocated	-	-	-	-
Unapportioned	464,527	-	464,527	256,117
Total Net Position	499,527	85,815	585,342	366,109
Total Liabilities and Net Position	\$ 575,926	\$ 85,815	\$ 661,741	\$ 366,109

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, 2018
 (With Comparative Totals For the Fiscal Year Ended June 30, 2017)

	Local Transportation Fund - Transit	Pedestrian/ Bicycle	Totals	
			2018	2017
ADDITIONS				
Sales and use taxes	\$ 771,819	\$ 11,465	\$ 783,284	\$ 721,894
Interest	5,425	1,128	6,553	2,870
Total Additions	<u>777,244</u>	<u>12,593</u>	<u>789,837</u>	<u>724,764</u>
DEDUCTIONS				
Allocations to Claimants				
Eastern Sierra Transit Authority	496,791	-	496,791	491,196
Yosemite Area Regional Transit System	35,000	-	35,000	35,000
Mono County Senior Services	30,000	-	30,000	30,000
Administration and planning	8,813	-	8,813	9,392
Total Deductions	<u>570,604</u>	<u>-</u>	<u>570,604</u>	<u>565,588</u>
CHANGE IN FIDUCIARY NET POSITION	206,640	12,593	219,233	159,176
Net Position, Beginning of Year	<u>292,887</u>	<u>73,222</u>	<u>366,109</u>	<u>206,933</u>
Net Position, End of Year	<u>\$ 499,527</u>	<u>\$ 85,815</u>	<u>\$ 585,342</u>	<u>\$ 366,109</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 Local Transportation Fund
 For the Year Ended June 30, 2018

Allocations	PUC	Allocations Outstanding June 30, 2017	Allocated	Expended	Allocations Outstanding June 30, 2018
LTC administration	99233.1	\$ 7,980	\$ 10,000	\$ 1,187	\$ 16,793
LTC audit costs	99233.1	8,790	10,000	4,200	14,590
LTC planning and programming	99233.2	20,000	10,000	3,426	26,574
Eastern Sierra Transit Authority for CTSA administration	99233.7	-	20,700	20,700	-
Eastern Sierra Transit Authority for 395 Routes	99262	-	114,740	114,740	-
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)	-	361,351	361,351	-
		\$ 36,770	\$ 591,791	\$ 570,604	\$ 57,957

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 State Transit Assistance Fund
 For the Year Ended June 30, 2018

<u>Allocations</u>	<u>PUC</u>	<u>Allocations Outstanding June 30, 2017</u>	<u>Allocated</u>	<u>Expended</u>	<u>Allocations Outstanding June 30, 2018</u>
Eastern Sierra Transit Authority	6731(b)	\$ -	\$ 223,376	\$ 223,376	\$ -
Total Allocations		<u>\$ -</u>	<u>\$ 223,376</u>	<u>\$ 223,376</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, 2018

	Actual							Variance Positive (Negative)
	Budget	Regional Planning Assistance	STIP PPM	RSTP	Grants	Total		
Revenues								
Rural Planning Assistance	\$ 211,417	\$ 211,417	\$ -	\$ -	\$ -	\$ 211,417	\$ -	
STIP-PPM	210,591	-	210,591	-	-	210,591	-	
RSTP	42,724	-	-	42,724	-	42,724	-	
Non OWP Revenues								
Interest	-	(399)	1,701	975	150	2,427	2,427	
Total Revenues	464,732	211,018	212,292	43,699	150	467,159	2,427	
Expenditures:								
100 Administration	36,000	30,596	-	-	-	30,596	5,404	
200 RTP Planning	141,585	65,568	73	-	-	65,641	75,944	
300 Transit Planning and Interagency Coordination	2,500	2,500	-	-	-	2,500	-	
500 Airports	11,500	319	-	-	-	319	11,181	
600 Livable Communities	29,000	5,097	-	-	-	5,097	23,903	
700 RTIP Maintenance & Planning	10,137	-	3,137	-	-	3,137	7,000	
800 Community Planning	7,500	1,775	2,500	-	-	4,275	3,225	
900 Current Planning & Monitoring	176,587	94,225	71,560	-	-	165,785	10,802	
1000 Training & Development	20,000	11,338	-	-	-	11,338	8,662	
Non OWP Expenditures								
RSTP Program	107,204	-	-	107,204	-	107,204	-	
ESTA Pass Through	16,710	-	-	-	16,710	16,710	-	
Total Expenditures	558,723	211,418	77,270	107,204	16,710	412,602	146,121	
Change in Fund Balance	\$ (93,991)	\$ (400)	\$ 135,022	\$ (63,505)	\$ (16,560)	\$ 54,557	\$ 148,548	
Fund balance, beginning of year						162,167		
Fund balance, end of year						\$ 216,724		

OTHER REPORTS



Craig R. Fechter, CPA, MST

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, 2018 and have issued our report thereon dated November 30, 2018. 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 cursive script that reads "Fechter & Company, CPAs". The signature is written in black ink and is positioned below the printed name of the firm.

November 30, 2018
Sacramento, California



Craig R. Fechter, CPA, MST

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, 2018, 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 30, 2018
Sacramento, California

STAFF REPORT**SUBJECT: ESTA Executive Director's Report****PRESENTED BY: Phil Moores, Executive Director****Ridership:****Ridership Summary
July 1 - December 31**

ROUTE	2017 TOTAL	2018 TOTAL
395 South (Mammoth-Lancaster)*	3,090	3,535
395 North (Lone Pine-Reno)*	4,270	4,429
Lone Pine Express	1,699	1,724
Mammoth Express*	2,217	2,396
Mammoth Fixed Route*	215,113	219,073
Mammoth Dial-a-Ride*	1,848	1,253
Mammoth Mountain Ski Area*	116,444	123,417
June Mountain Shuttle*	1,066	545
Reds Meadow Shuttle*	105,733	130,914
Bishop Dial-a-Ride	21,115	20,526
Bishop Nite Rider	2,271	2,144
Bishop Creek Shuttle	320	475
Bishop-Benton*	164	229
Lone Pine Dial-a-Ride	1,982	1,921
Walker Dial-a-Ride*	1,215	730
Bridgeport-Gardnerville*	265	104
Tecopa-Pahrump	61	62
Specials*	7,830	3,506
* All or part of route operates in Mono County	486,703	516,983

Overall, a 6% increase in ridership is observed from last year. There are many factors involved in public transit ridership trends. Especially in the Eastern Sierra where tourism and weather heavily affect ridership.

Safety:

On-board safety kits are being assembled for buses in Mammoth. They will include tools to clear the snow from the wheel wells, clean windows, ice scraper, tarp, wrenches, etc... Accumulation of snow in the wheel wells interferes with steering and loose windshield wipers are causing unnecessary delays.

ESTA is addressing some ergonomic issues to prevent injury in the office and in the driver's seat. Chairs are being repaired or replaced and two employees (Stefani Bandini & Dawn Vidal) are attending ergonomic training at Bishop Fire Station on February 8. Workstations will be evaluated for risk of injury.

The onboard bus video RFPQ was issued in December and the required three quotes were obtained (Item C-1). Video is necessary for a number of reasons. Investigations such as collision, passenger injury, customer comment, and police to name a few. We expect installation to fifteen buses including twelve Mammoth 40-footers by spring this year.

Administration:

We are interviewing for several positions. Besides the ongoing Bus Operator positions, we are interviewing internally for temporary Dispatchers to cover for the two Bishop Dispatcher's eventual absence due to pregnancy and surgical procedure. We are also looking for a trainer to attend Transit Safety Institute (TSI) Instructor certification training. This certification is required to sign off on new Bus Operator training. This training is schedule for April 2019.

Our DMV Employer Testing Program is approved and Mammoth Mountain DMV Examiner, Brian Bethky, will be contracted to conduct our DMV testing. This improves our processing of new Bus Operators since we will no longer need to rely on the availability of appointments at the DMV. Since DMV Examiners can also train the new Bus Operator, they can prepare them accurately for the tests and greatly improve the success rate. ESTA intends to send the Bishop Supervisor, Chris Usher, to Examiner training in June.

Training:

We recently successfully trained and licensed four drivers. There are three more in process and numbers of applications for Bishop are strong. Drivers in Mammoth are feeling some relief. However, we are still not out of the woods with driver shortages.

Planning:

Greyhound in Reno recently closed and moved to Sparks, NV. The move was with no warning and we are planning to make adjustments to the Lone Pine-to-Reno service to accommodate the changes.

We are reviewing grant opportunities for 2019 with Caltrans and plans for the new Bishop Yard facility are continuing in coordination with Inyo County's Clint Quilter.

Mono County Local Transportation Commission

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

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

LTC Staff Report

January 14, 2019

FROM: Gerry Le Francois, Co-Director Mono County LTC

SUBJECT: Yosemite Area Regional Transportation System (YARTS) update

RECOMMENDATION

Verbal update on Yosemite Area Regional Transportation System

FISCAL IMPLICATIONS

Not applicable

ENVIRONMENTAL COMPLIANCE

Not applicable

RTP / RTIP CONSISTENCY

Not applicable

DISCUSSION

Verbal update to Commission regarding YARTS.

YARTS DIRECTOR'S REPORT provided by Cindy Kelly, YARTS Staff Analyst

1. Low-Carbon Transit Operations Program (LCTOP) provided free riders to Mariposa County residents and reduced fares for Merced County residents. YARTS has been selected by Caltrans as the California Air Resources Board profile agency for the 17-18 program year and will be highlighted at the state level.
2. Caltrans 5311 (f) – Additional funding is available through 5311(f) and Caltrans has reached out to YARTS as an eligible candidate for the funding. It is unknown at this time how much additional funding will be made available for FY 18-19, but a budget amendment will be presented in April if YARTS receives the funding.
3. The Federal Lands Access Program (FLAP) grant call for projects opens in March. Staff will be applying for capital funding for the purchase of six buses. FLAP currently funds the YARTS free days through September 30, 2020.
4. Summer schedules have been opened in the reservations system, with the new fare increase. For the period of 1/1 – 1/8/19 there has been an increase of \$3,109 as compared to the same period in 2017. Based on those number alone, staff anticipates that there will be a revenue increase of approximately \$100,000 within the 1st year of the fare increase.
5. At this time, YARTS is still operating as scheduled to Yosemite National Park--- this could change at anytime with direction from either the JPA or if the park closes. Historically, when there's been a government shutdown, YARTS has modified schedules and has not traveled into Yosemite. NPS staff requested that YARTS continue to operate normally during this time and DOI supports the decision as long as YARTS doesn't have an additional need for NPS staff or resources.
6. Staff is beginning to schedule outreach at community events, starting this month. With the shoulder season for Yosemite National Park decreasing and peak-season changing (March-October) staff believes that outreach needs to begin earlier in the year than it has previously.

Mono County Local Transportation Commission

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LTC Staff Report

TO: Mono County Local Transportation Commission

MEETING DATE: January 14, 2019

FROM: Grady Dutton, TOML Public Works Director

SUBJECT: Town of Mammoth Lakes LTC Projects

RECOMMENDATIONS: Receive quarterly update from Town of Mammoth Lakes regarding current status of LTC projects.

FISCAL IMPLICATIONS: n/a

ENVIRONMENTAL COMPLIANCE: Environmental compliance is determined during the appropriate component of the project development on a project-by-project basis.

RTP / RTIP CONSISTENCY: All of these projects are programmed in previous STIP cycles. Consistency with the RTP / RTIP was established at time of programming.

DISCUSSION:

PROJECT	Design Features	STATUS
<p>STIP TE Funds ATP Funds</p> <p>Minaret Road Gap Closure Project State and Federal Funds</p>	<p><i>Class 1 Bike Path</i></p>	<p>Construct Class 1 bike path from near the Old Mammoth Road/Minaret Road intersection generally along the south side of Mammoth Creek to Mammoth Creek Park West. Project has been completed and well received. Town forces are making every effort to keep this path clear this winter.</p>
<p>Rt 203 (West Minaret Rd) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the west side of Minaret Road from Lake Mary Road to 8050 Project.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project has been completed and well received.</p>
<p>Rt 203 (North Main St.) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Minaret Road. Street.</p>	<p>Project was awarded September 2017 to Spiess Construction in the total amount of \$2,537,400. STIP funding: \$2,000,000. Private (Mammoth View Project) and Town funds for remainder. Project is substantially complete.</p>
<p>Rt 203 (North Main St.) Sidewalk Safety Project</p> <p>STIP Funds</p>	<p>Sidewalk on the north side of Main Street from Mountain Boulevard to Sierra Boulevard and from the Post Office to Forest Trail. Also on the south side from Laurel Mountain Road to Manzanita.</p>	<p>Staff and Caltrans have executed cooperative agreements to manage the 203 sidewalk projects. Project was awarded on August 15 to Spiess Construction in the amount of \$3,098,671.55. Construction began in September 2018 with completion of the first phase (Post Office to Forest Trail) in early November 2018. The remainder will be constructed in 2019.</p>
<p>Rt. 203</p> <p>ATP Funds</p>	<p>Multi-Use Path along the south side of Main Street from Minaret east to Callahan.</p>	<p>The Town submitted an application for Active Transportation Program in August 2018. The application was not successful.</p>



Quarterly Report

MONO COUNTY PROJECTS

Winter 2019

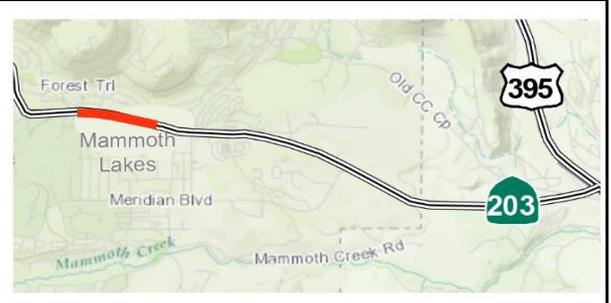
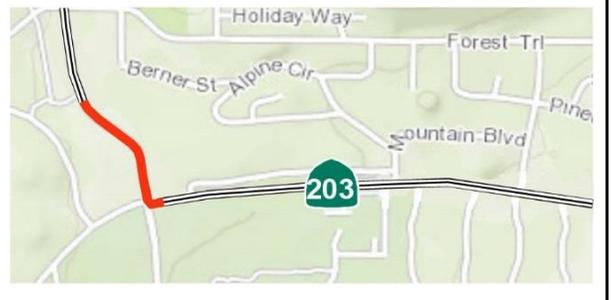
For project specific questions, please contact the appropriate Project Manager.

Project Phase Acronyms:

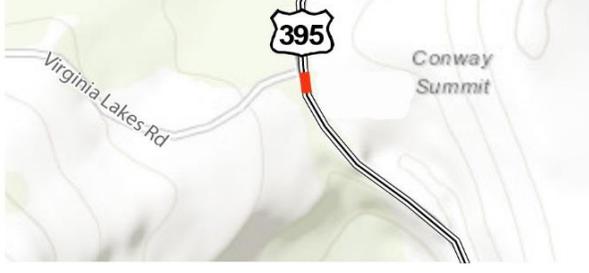
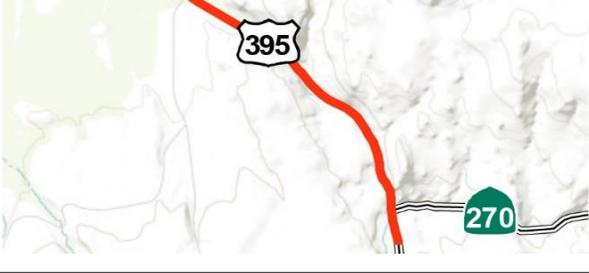
- ENV – Environmental
- CON – Construction
- TBD – To Be Determined

*Not all project may be reflected on this report. i.e. minors and maintenance

Project Name:	McNally Shoulders	EA# 36460
Location:	INY 6 PM 4.3/8.4, MNO 6 PM 0.0/0.8	
Description:	Widen shoulders to 8 feet.	
Project Cost:	\$6,185,000	
Current Phase:	Construction	
ENV	100% Complete	9/26/2016
CON	100% Complete	10/1/2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Chalfant Turn Lane	EA# 36980
Location:	MNO 6 PM 4.2/5.2	
Description:	Construct two-way left turn lane.	
Project Cost:	\$2,197,000	
Current Phase:	Design	
ENV	100% Complete	3/16/2018
CON	Expected start date	Fall 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	W. Minaret Sidewalks	EA# 36530
Location:	MNO 203 PM 4.6/4.8	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$796,000	
Current Phase:	Construction	
ENV	100% Complete	1/3/2017
CON	Began	Fall 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	N. Main St. Sidewalk & Safety Project	EA# 36480
Location:	MNO 203 PM 4.8/5.3	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$2,150,000	
Current Phase:	Construction	
ENV	100% Complete	2/25/2016
CON	100% Complete	7/18/2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	Lower Main Street Sidewalks	EA# 36690
Location:	MNO 203 PM 5.1/5.6	
Description:	Provide pedestrian and non-motorized facilities.	
Project Cost:	\$2,762,000 Complete Streets - \$1,250,000.	
Current Phase:	Construction	
ENV	100% Complete	4/18/2018
CON	Began	Fall 2018
Project Manager:	Brian McElwain	Ph# 760-872-4361
Project Name:	North Sherwin Shoulders	EA# 36070
Location:	MNO 395 PM 6.8/9.9	
Description:	Widen shoulders to 10 feet just south of Toms Place.	
Project Cost:	\$20,351,000	
Current Phase:	Design	
ENV	100% Complete	8/23/2018
CON	Expected start date	Spring 2021
Project Manager:	Brian McElwain	Ph# 760-872-4361



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<p>Project Name: Crestview Maintenance Truck Shed EA# 36510</p> <p>Location: MNO 395 PM 34.1</p> <p>Description: A new truck shed at the Crestview MS.</p> <p>Project Cost: \$4,763,000</p> <p>Current Phase: Construction</p> <p> ENV 100% Complete 10/31/2012</p> <p> CON Expected completion date Summer 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Lee Vining Rockfall EA# 33500</p> <p>Location: MNO 395 PM 52.1/53.7</p> <p>Description: Mitigate Mono Lake rockfall.</p> <p>Project Cost: \$10,626,000</p> <p>Current Phase: Revegetation</p> <p> ENV 100% Complete 7/25/2013</p> <p> CON Expected completion date Winter 2020</p> <p>Project Manager: Dennee Alcala Ph# 760-872-0767</p>	
<p>Project Name: Conway Ranch Shoulders EA# 36640</p> <p>Location: MNO 395 PM 57.9/60.0</p> <p>Description: Widen shoulders to 8 feet.</p> <p>Project Cost: \$9,376,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 4/1/2020</p> <p> CON Expected start date Spring 2023</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Conway Guardrail EA# 36470</p> <p>Location: MNO 395 PM 60.0/69.9</p> <p>Description: Remove & upgrade guardrail.</p> <p>Project Cost: \$5,217,000</p> <p>Current Phase: Design</p> <p> ENV 100% Complete 12/17/2017</p> <p> CON Expected start date Spring 2019</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Lakes Turn Pocket EA# 36420</p> <p>Location: MNO 395 PM 63.5</p> <p>Description: Widen shoulders & construct a NB left turn pocket.</p> <p>Project Cost: \$5,114,000</p> <p>Current Phase: Construction</p> <p> ENV 100% Complete 12/21/2016</p> <p> CON 100% Complete 9/26/2018</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	
<p>Project Name: Virginia Creek Shoulders EA# 36940</p> <p>Location: MNO 395 PM 69.6 / 71.9</p> <p>Description: Widen Shoulders.</p> <p>Project Cost: \$13,554,000</p> <p>Current Phase: Planning</p> <p> ENV Expected completion date 6/30/2020</p> <p> CON Expected start date TBD</p> <p>Project Manager: Brian McElwain Ph# 760-872-4361</p>	

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Project Name:	Sheep Ranch Shoulders	EA# 35080
Location:	MNO 395 PM 80.5/84.3	
Description:	Add 8 foot shoulders and treat 4 rockfall locations.	
Project Cost:	\$16,574,000	
Current Phase:	Construction	
ENV	100% Complete	1/14/2015
CON	Expected completion date	Summer 2019
Project Manager:	Dennee Alcala	Ph# 760-872-0767



Project Name:	Aspen-Walker Shoulder Widening	EA# 3494U
Location:	MNO 395 PM 88.4/91.6, 93.4/95.7	
Description:	Widen shoulders from 2 to 8 feet, install rumble strip.	
Project Cost:	\$24,845,000	
Current Phase:	Design	
ENV	100% Complete	7/30/2017
CON	Expected start date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Sonora Jct Shoulders	EA# 36800
Location:	MNO 395 PM 91.6/93.7	
Description:	Widen shoulders	
Project Cost:	\$20,060,000	
Current Phase:	Planning	
ENV	Expected completion date	6/1/2021
CON	Expected start date	Spring 2023
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Walker CAPM	EA# 36430
Location:	MNO 395 PM 106.3/120.5	
Description:	Pavement recycle, Walker to Topaz.	
Project Cost:	\$15,880,000	
Current Phase:	Construction	
ENV	100% Complete	2/25/2015
CON	100% Complete	10/27/2018
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Mono Mitigation Bank	EA# 36670
Location:	MNO Various	
Description:	Purchase riparian & wetland mitigation credits.	
Project Cost:	\$3,550,000	
Current Phase:	Environmental	
ENV	Expected completion date	Winter 2019
CON	Expected start date	Winter 2020
Project Manager:	Dennee Alcala	Ph# 760-872-0767



Project Name:	Lee Vining Rehab	EA#37430
Location:	MNO 395 PM 50.8/55.7	
Description:	Rehabilitate pavement, drainage, upgrade ADA.	
Project Cost:	TBD	
Current Phase:	Planning	
ENV	Expected completion date	Spring 2022
CON	Expected start date	Summer 2024
Project Manager:	Brian McElwain	Ph# 760-872-4361



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Project Name:	June Lake CAPM	EA#37440
Location:	MNO 158 PM 0.0/15.8	
Description:	Rehabilitate pavement.	
Project Cost:	\$38,443,000	
Current Phase:	Planning	
ENV	Expected completion date	Summer 2022
CON	Expected start date	Spring 2026
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Bridgeport Rehab	EA#37460
Location:	MNO 395 PM 76.0/80.6	
Description:	Rehabilitate pavement, drainage, upgrade ADA.	
Project Cost:	\$17,671,000	
Current Phase:	Planning	
ENV	Expected completion date	Summer 2022
CON	Expected start date	Spring 2026
Project Manager:	Brian McElwain	Ph# 760-872-4361



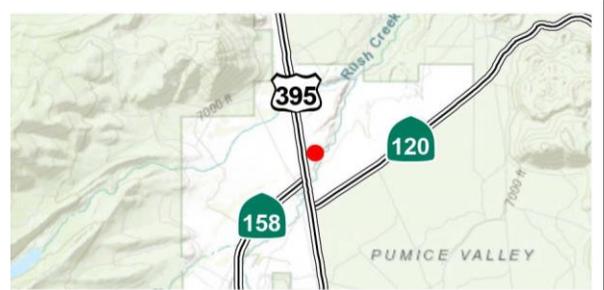
Project Name:	Rock Creek Rehab	EA#37880
Location:	MNO 395 PM 9.0/R13.0	
Description:	Rehabilitate pavement and drainage.	
Project Cost:	TBD	
Current Phase:	Planning	
ENV	Expected completion date	Winter 2022
CON	Expected start date	Summer 2027
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Cemetery CAPM	EA#37870
Location:	MNO 395 PM 55.7/58.2	
Description:	Rehabilitate pavement.	
Project Cost:	TBD	
Current Phase:	Planning	
ENV	Expected completion date	Winter 2022
CON	Expected start date	Summer 2027
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Baseline Pit	EA#36560
Location:	MNO 395 PM 46.5	
Description:	Material Site Reclamation	
Project Cost:	\$96,000	
Current Phase:	Construction	
ENV	100% Complete	8/1/2018
CON	Expected completion date	Spring 2019
Project Manager:	Brian McElwain	Ph# 760-872-4361



Project Name:	Mono Chain Up	EA# 36660
Location:	MNO Various	
Description:	Construct and improve chain control turnouts.	
Project Cost:	\$7,025,000	
Current Phase:	Environmental	
ENV	Expected completion date	Fall 2019
CON	Expected start date	Summer 2021
Project Manager:	Dennee Alcalá	Ph# 760-872-0767



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Project Name:	D9 End Treatments	EA# 36770
Location:	MNO, INY, KER, and SBD Various	
Description:	End Treatments	
Project Cost:	\$4,562,000	
Current Phase:	Environmental	
ENV	Expected completion date	Fall 2019
CON	Expected start date	Spring 2021
Project Manager:	Dennee Alcalá	Ph# 760-872-0767

