

Mono County Local Transportation Commission

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MEETING AGENDA

January 10, 2022 – 9:00 A.M.

This meeting will be held via teleconferencing with members of the Commission attending from separate remote locations. As authorized by AB 361, dated September 16, 2021, a local agency may use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency and local officials have recommended or imposed measures to promote social distancing or the body cannot meet safely in person and the legislative body has made such findings.

Members of the public may participate via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below. If you are unable to join the Zoom Webinar of the Board meeting, you may still view the live stream of the meeting by visiting

TELECONFERENCE INFORMATION

As authorized by Gov. Newsom’s Executive Orders, N-25-20 and N-29-20, the meeting will be accessible remotely by live cast with Commissioners attending from separate remote locations. There is no physical meeting location. This altered format is in observance of recent recommendations by local officials that certain precautions be taken, including social distancing, to address the threat of COVID-19.

Important Notice to the Public Regarding COVID-19

Based on guidance from the California Department of Public Health and the California Governor’s Office, in order to minimize the spread of the COVID-19 virus, please note the following:

1. Joining via Zoom

There is no physical location of the meeting open to the public. You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/85151051602>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” **Use Zoom Meeting ID:** 851 5105 1602

To provide public comment (at appropriate times) during the meeting, press the “Raise Hand” hand button on your screen and wait to be acknowledged by the Chair or staff.

To join the meeting by telephone

Dial (669) 900-6833, then enter **Webinar ID:** 851 5105 1602

To provide public comment (at appropriate times) during the meeting, press *9 to raise your hand and wait to be acknowledged by the Chair or staff.

2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

http://monocounty.granicus.com/MediaPlayer.php?publish_id=c3d72139-6813-4685-8340-db9f21f2f645

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
3. **ADMINISTRATION**
 - a) Adopt Resolution R22-01 to continue Brown Act remote meeting rules under AB 361 (pg. 1)
 - b) Elections of officers with nomination of a Chair and Vice Chair for the 2022 calendar year (pg. 4)
 - c) Receive and accept LTC Financial Statement with Independent Auditor's Report ending June 30, 2021 (*Megan Mahaffey*) (pg. 5)
4. **CONSENT AGENDA ITEMS**
 - a) Approval of minutes from December 13, 2021. (pg. 44)
5. **LOCAL TRANSPORTATION**
 - a) Update on 2022 Regional Transportation Improvement Program (RTIP) (*G. LeFrancois*) (pg. 46)
 - b) Update on Bipartisan Infrastructure Law also known as Infrastructure Investment and Jobs Act (*G. LeFrancois*) (pg. 50)
6. **CALTRANS**
 - a) Update on Caltrans activities in Mono County (*CT staff*)
7. **TRANSIT**
 - a) ESTA Update (*Phil Moores*) (pg. 52)
 - b) YARTS Update (*Christine Chavez*)
8. **CORRESPONDENCE**
9. **COMMISSIONER REPORTS**
10. **INFORMATIONAL**
 - a) Eastern Sierra Wildlife Crossing submittal to Wildlife Conservation Board – Prop 68 grant (*Bentley Regehr*)
 - b) Yosemite Area Regional Transportation System (YARTS) support letter for federal funding to build a maintenance facility and bus purchase (*G. LeFrancois*) (pg. 59)
11. **UPCOMING AGENDA ITEMS**
 - a) Special meeting to adopt Resolution for remote meetings
 - b) Draft Overall Work Program for 22/23
 - c) Tuolumne Meadows summer 2022 construction update
12. **ADJOURN TO DATE- February 14, 2022**

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

***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).

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

RESOLUTION 22-01
OF THE LOCAL TRANSPORTATION COMMISSION AUTHORIZING REMOTE TELECONFERENCE
MEETINGS FOR THE PERIOD OF JANUARY 10, 2022, THROUGH FEBRUARY 9, 2022, PURSUANT TO
AB 361

WHEREAS, on March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic, which Proclamation remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, modifying the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the “Brown Act”), subject to compliance with certain requirements; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, providing that the modifications would remain in place through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361, providing that a legislative body subject to the Brown Act may continue to meet under modified teleconferencing rules if the meeting occurs during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, the Local Health Officer and the Director of Mono County Public Health have recommended that measures be implemented to promote social distancing, including the holding of virtual meetings of legislative bodies within the County of Mono, a copy of that recommendation is attached as an exhibit and incorporated herein; and

WHEREAS, in the interest of public health and safety, and in response to the local recommendation for measures to promote social distancing, the Local Transportation Commission (the “Legislative Body”) deems it necessary to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, THE LEGISLATIVE BODY FINDS AND RESOLVES that:

SECTION ONE: The recitals set forth above are true and correct and are adopted as findings of the Legislative Body.

SECTION TWO: The Legislative Body has reconsidered the circumstances of the State of Emergency.

SECTION THREE: State or local officials have recommended measures to promote social distancing, including the holding of virtual meetings for legislative bodies within the County of Mono that are subject to the Brown Act.

SECTION FOUR: Meetings of the Legislative Body shall be held 100% virtually through January 13, 2022.

SECTION FIVE: Staff is directed to return to the Legislative Body no later than thirty (30) days after the adoption of this resolution, or at the next meeting of the Legislative Body, if later, for the Legislative Body to consider whether to again make the findings required to meet under the modified teleconference procedures of AB 361.

PASSED, APPROVED and ADOPTED this 10 day of January 2022, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jennifer Kreitz, Chair LTC



MONO COUNTY HEALTH DEPARTMENT

Public Health

P.O. BOX 476, BRIDGEPORT, CA 93517 PHONE (760) 932-5580 • FAX (760) 932-5284

P.O. BOX 3329, MAMMOTH LAKES, CA 93546 PHONE (760) 924-1830 • FAX (760) 924-1831

To: Board of Supervisors

From: Bryan Wheeler, Director of Public Health

Re: Recommendation regarding Social Distancing and Virtual Meetings

Both Mono County “covering” Health Officer Dr. Rick Johnson and I strongly recommend that physical/social distancing measures continue to be practiced throughout our Mono County communities, including at meetings of the Board of Supervisors and other County-related legislative bodies subject to the Brown Act, to minimize the spread of COVID-19.

Whether vaccinated or not, positive individuals are contracting the Delta variant and infecting others in our communities. Social distancing and masking are crucial mitigation measures to prevent the disease’s spread. Virtual board meetings allow for the participation of the community, county staff, presenters, and board members in a safe environment, with no risk of contagion. It is recommended that legislative bodies in Mono County implement fully-remote meetings to the extent possible.

If you have any questions regarding this recommendation, please do not hesitate to contact me. We will continue to evaluate this recommendation on an ongoing basis and will communicate when there is no longer such a recommendation with respect to meetings for public bodies.

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TO: Mono County Local Transportation Commission

DATE: January 10, 2022

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Election of Officers

RECOMMENDATION

Nomination of a Chair and Vice Chair for 2022 calendar year

FISCAL IMPLICATIONS

NA

ENVIRONMENTAL COMPLIANCE

NA

RTP/RTIP CONSISTENCY

NA

DISCUSSION

LTC Bylaws require a Chair and Vice Chair to be elected in a new calendar year. The Chair position shall alternate between Town and County commissioners. The Chair shall preside at all meetings, call special meetings, and perform such other duties as may be assigned by the MCLTC. The Vice-Chair shall perform all duties of the Chair in the latter's absence or disability.

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Staff Report

January 10, 2022

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Accountant
SUBJECT: Mono County Local Transportation Commission Audit Report 2020-21

RECOMMENDATION

Receive and accept LTC Financial Statement with Independent Auditor's Report ending June 30, 2021

DISCUSSION

Receive the Mono County Local Transportation Commission Financial Statement with Independent Auditor's Report dated June 30, 2021.

FISCAL IMPLICATIONS

N/A

ATTACHMENTS

Financial Statement with Independent Auditor's Report ending June 30, 2021

**MONO COUNTY
LOCAL TRANSPORTATION
COMMISSION**

**Annual Financial Report
With Independent Auditor's Report Thereon**

June 30, 2021

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Annual Financial Report**

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INDEPENDENT AUDITOR'S REPORT

Mono County Local Transportation Commission
 Mammoth Lakes, California

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Mono County Local Transportation Commission as of and for the year ended June 30, 2021, 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, 2021, 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.

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, 2021, 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.

Mono County Local Transportation Commission
Mammoth Lakes, California

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 21-22 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.

Supplementary 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 as supplementary information 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.

Other Report

In accordance with Government Auditing Standards, we have also issued our report dated November 29, 2021, on our consideration of the Commission's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit, in accordance with Government Auditing Standards, in considering the Commission's internal control over financial reporting and compliance.

Fechter & Company, Certified Public Accountants



Sacramento, California
November 29, 2021

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

Management's Discussion and Analysis
For the Year Ended June 30, 2021

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, 2021. 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 \$316,143 (*net position*). All of this balance is unrestricted and is available to meet ongoing obligations to citizens and creditors.
- As of June 30, 2021, the Commission reported an ending fund balance of \$316,143 for its governmental fund. This is an increase of \$164,470 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 2020-21, the Commission incurred program expenditures of \$279,744, a decrease of \$239,803, or 46%, 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, 2021

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 State 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, 2021

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, 2021 and 2020:

	Governmental Activities		
	2021	2020	Change
Assets			
Cash and investments	\$ 145,058	\$ 178,265	\$ (33,207)
Receivables	232,012	96,030	135,982
Total assets	<u>377,070</u>	<u>274,295</u>	<u>102,775</u>
Liabilities			
Accounts payable	60,927	122,623	(61,696)
Total liabilities	<u>60,927</u>	<u>122,623</u>	<u>(61,696)</u>
Net Position			
Unrestricted	<u>\$ 316,143</u>	<u>\$ 151,673</u>	<u>\$ 164,470</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, 2021, assets exceeded liabilities by \$316,143, an increase of \$164,470 or 108%. 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, 2021

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

	Governmental Activities		
	2021	2020	Change
Program revenues			
Regional planning assistance	\$ 215,165	\$ 171,347	\$ 43,818
Planning, Programming & Monitoring	135,000	-	135,000
Regional Surface Transportation Program	92,171	94,884	(2,713)
Total program revenues	442,336	266,231	176,105
General revenues - interest	1,878	6,970	(5,092)
Total revenues	444,214	273,201	171,013
Program expenses - transportation planning	279,744	519,547	(239,803)
Change in net position	164,470	(246,346)	410,816
Net position at beginning of year	151,673	398,019	(246,346)
Net position at end of year	<u>\$ 316,143</u>	<u>\$ 151,673</u>	<u>\$ 164,470</u>

The Commission's total program and general revenues were \$442,336, while the total cost of all programs was \$279,744. Grants funded all of the Commission's programs. PPM revenues were \$135,000 higher than the prior year due to programming in the STIP 2020-2021 funding year.

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, 2021, the Commission reported an ending fund balance of \$316,143, an increase of \$164,470 from the prior year. This decrease represents the carry-over of unspent grant funds to be incorporated into the next fiscal year's budget.

Total revenues were \$442,366, which represents an increase of \$176,105 from the prior year. RPA grants were a bit higher and PPM funds were the standard programmed amount from the STIP. 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, 2021

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

<u>Work Element</u>	<u>FY 2021</u>	<u>FY 2020</u>	<u>Change</u>
100 Administration	\$51,000	\$40,000	\$ 11,000
200 RTP Planning	87,000	43,779	43,221
300 Transit Planning and Interagency Coordination	20,000	4,000	16,000
500 Grants	20,000	2,500	17,500
600 Livable Communities	-	12,584	(12,584)
700 Regional Transportation	105,000	154,721	(49,721)
800 Community Planning	11,000	6,000	5,000
900 Current Planning & Monitoring	163,000	290,916	(127,916)
1000 Training & Development	-	6,000	(6,000)
RSTP Program	-	175,506	(175,506)
	<u>\$457,000</u>	<u>\$736,006</u>	<u>\$ (279,006)</u>

Budgetary Highlights

On June 1, 2020, the Commission adopted the fiscal year 2020-21 OWP and then revised August 1, 2020 to include awarded grants. The OWP covers activities funded with RPA and PPM sources and totaled \$352,105.

Actual revenues were \$444,215. RPA and PPM were not fully spent. A percentage of unspent funds are to be re-programmed into the following fiscal year's OWP.

Actual expenditures for the OWP were under budget by \$177,256, or 61% 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, 2021

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, 2021 that exceeded this threshold.

Debt Administration

The Commission did not have any long-term obligations as of June 30, 2021.

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, 2021

	<u>Governmental Activities</u>
ASSETS	
Cash and investments	\$ 145,058
Due from other governments	<u>232,012</u>
Total Assets	<u>377,070</u>
LIABILITIES	
Accounts payable	<u>60,927</u>
NET POSITION	
Unrestricted	<u><u>\$ 316,143</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Activities
For the Year Ended June 30, 2021

	<u>Governmental Activities</u>
PROGRAM REVENUES	
Operating grants	
Regional planning assistance	\$ 215,165
Planning, Programming & Monitoring	135,000
Regional Surface Transportation Program	<u>92,171</u>
Total Program Revenues	442,336
PROGRAM EXPENSES	
Transportation planning and administration	<u>279,744</u>
Net (Expenses) Program Revenues	162,592
GENERAL REVENUES	
Interest earned	<u>1,878</u>
Change in Net position	164,470
Net Position, Beginning of the Year	<u>151,673</u>
NET POSITION, END OF THE YEAR	<u><u>\$ 316,143</u></u>

FUND FINANCIAL STATEMENTS

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Balance Sheet - Governmental Fund
June 30, 2021

	Planning Fund
ASSETS	
Cash and investments	\$ 145,058
Due from other governments	<u>232,012</u>
Total Assets	<u>\$ 377,070</u>
LIABILITIES	
Accounts payable	<u>\$ 60,927</u>
Total Liabilities	60,927
FUND BALANCES	
Unassigned	<u>316,143</u>
Total Liabilities and Fund Balances	<u>\$ 377,070</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Revenues, Expenditures, and Changes in Fund Balance
 Governmental Fund
 For the Year Ended June 30, 2021

	Planning Fund
REVENUES	
Rural Planning Assistance (RPA)	\$ 215,165
STIP-Planning, Programming & Monitoring (PPM)	135,000
Regional Surface Transportation Program (RSTP)	92,171
Interest	1,878
	<hr/>
Total Revenues	444,214
	<hr/>
EXPENDITURES	
Planning and Administration - RPA	215,165
Planning - STIP-PPM	64,579
RSTP program	-
	<hr/>
Total Expenditures	279,744
	<hr/>
CHANGE IN FUND BALANCE	164,470
	<hr/>
Fund Balance, Beginning of the Year	151,673
	<hr/>
FUND BALANCE, END OF THE YEAR	<u><u>\$ 316,143</u></u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position

Fiduciary Funds

June 30, 2021

	Private Purpose Trust Funds
ASSETS	
Cash and investments	\$ 1,245,529
Taxes receivable	90,308
Due from other governments	66,598
Prepaid expenses	40,000
	<hr/>
Total Assets	\$ 1,442,435
	<hr/> <hr/>
LIABILITIES	
Allocations payable	\$ 64,571
	<hr/>
NET POSITION	
Held in trust for other governments	1,377,864
	<hr/>
Total Liabilities and Net Position	\$ 1,442,435
	<hr/> <hr/>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Changes in Fiduciary Net Position
 Fiduciary Funds
 For the Year Ended June 30, 2021

	Private Purpose Trust Funds
ADDITIONS	
Sales and use tax	\$ 796,128
Intergovernmental revenues	274,818
Interest	15,756
	<hr/>
Total Additions	1,086,702
	<hr/>
DEDUCTIONS	
Allocations to Claimants	
Eastern Sierra Transit Authority	771,357
Yosemite Area Regional Transit System	40,000
Mono County Senior Services	30,000
Administration	5,330
	<hr/>
Total Deductions	846,687
	<hr/>
CHANGE IN FIDUCIARY NET POSITION	240,015
Net Position, Beginning of Year	1,137,849
	<hr/>
Net Position, End of Year	<u><u>\$ 1,377,864</u></u>

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

Notes to Financial Statements
For the Year Ended June 30, 2021

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, 2021.

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, 2021

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, 2021.

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, 2021

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, 2021, 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, 2021

Note 1: Summary of Significant Accounting Policies – Continued

E. Receivables

The Commission's receivables include 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, 2021, 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, 2021, the Commission had no deferred inflows of resources.

G. Net Position

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

H. Fund Balance Polices

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

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

**MONO COUNTY
LOCAL TRANSPORTATION COMMISSION**

Notes to Financial Statements
For the Year Ended June 30, 2021

Note 1: Summary of Significant Accounting Policies – Continued

H. Fund Balance Polices - Continued

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

The Commission’s board establishes, modifies, or rescinds fund balance commitments and assignments by passage of a resolution. When restricted and unrestricted resources are available for use, it is the Commission’s policy to use restricted resources 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, 2021

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, 2021, the Commission did not receive any proceeds from the State's PTMISEA and Transit Security account. As of June 30, 2021, PTMISEA and Transit Security funds received and expended were verified in the course of our audit. The only thing remaining in the fund is interest of \$859.

Note 4: COVID – 19

In January 2020, the virus SARS-CoV-2 was transmitted to the United States from overseas sources. This virus, responsible for the Coronavirus disease COVID-19, has proven to be extremely virulent. Although the financial impact on the Commission thus far has been minimal, the long-term economic impact in the State of California and the County of Mono, as yet has not been determined. Therefore, any potential impact on the Commission is not yet known.

Note 5: Subsequent Events

Management has evaluated events subsequent to June 30, 2021 through November 29, 2021 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, 2021

	Budgeted Amounts		Actual	Variance
	Original	Final		Over/(Under) Budget
Revenues				
Rural Planning Assistance	\$ 230,000	\$ 322,000	\$ 215,165	\$ (106,835)
STIP-PPM	135,000	135,000	135,000	-
RSTP	92,171	92,171	92,171	-
Interest	-	-	1,878	1,878
Total revenues	<u>457,171</u>	<u>549,171</u>	<u>444,214</u>	<u>(104,957)</u>
Expenditures				
Overall Work Program:				
100 Administration	39,000	51,000	30,734	20,266
200 RTP Planning	87,000	87,000	76,743	10,257
300 Transit Planning and Interagency Coordination	20,000	20,000	2,775	17,225
500 Airports	20,000	20,000	3,045	16,955
700 RTIP Maintenance & Planning	103,000	105,000	33,659	71,341
800 Community Planning	9,000	11,000	5,397	5,603
900 Current Planning & Monitoring	85,000	163,000	127,391	35,609
Total expenditures	<u>363,000</u>	<u>457,000</u>	<u>279,744</u>	<u>177,256</u>
Change in Fund Balance	<u>\$ 94,171</u>	<u>\$ 92,171</u>	164,470	<u>\$ (72,299)</u>
Fund balance, beginning of year			<u>151,673</u>	
Fund balance, end of year			<u>\$ 316,143</u>	

MONO COUNTY
LOCAL TRANSPORTATION COMMISSION
Notes to Required Supplementary Information
For the Year Ended June 30, 2021

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, 2021
 (With Comparative Totals as of June 30, 2020)

	Local Transportation Fund	State Transit Assistance	State of Good Repair	PTMISEA Transit Security	Totals	
					2021	2020
ASSETS						
Cash and investments	\$ 921,096	\$ 323,134	\$ 440	\$ 859	\$ 1,245,529	\$ 1,258,135
Sales tax receivable	90,308	-	-	-	90,308	111,622
Due from other governments	-	58,576	8,022	-	66,598	81,729
Prepaid expenses	40,000	-	-	-	40,000	-
Total Assets	\$ 1,051,404	\$ 381,710	\$ 8,462	\$ 859	\$ 1,442,435	\$ 1,451,486
LIABILITIES AND NET POSITION						
Liabilities						
Allocations payable	\$ -	\$ 56,549	\$ 8,022	\$ -	\$ 64,571	\$ 313,637
Total Liabilities	-	56,549	8,022	-	64,571	313,637
Net Position						
Held in trust for pedestrian & bicycle projects	45,752	-	-	-	45,752	36,185
Held in trust for other purposes	1,005,652	325,161	440	859	1,332,112	1,101,664
Total Net Position	1,051,404	325,161	440	859	1,377,864	1,137,849
Total Liabilities and Net Position	\$ 1,051,404	\$ 381,710	\$ 8,462	\$ 859	\$ 1,442,435	\$ 1,451,486

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Combining Statement of Changes in Fiduciary Net Position

All Private Purpose Trust Funds

For the Year Ended June 30, 2021

(With Comparative Totals For the Fiscal Year Ended June 30, 2020)

	Local Transportation Fund	State Transit Assistance	State of Good Repair	PTMISEA & Transit Security	Totals	
					2021	2020
ADDITIONS						
Sales and use taxes	\$ 796,128	\$ -	\$ -	\$ -	\$ 796,128	\$ 779,686
Intergovernmental revenue	-	227,233	47,585	-	274,818	339,170
Interest	11,271	4,414	60	11	15,756	26,834
Total Additions	807,399	231,647	47,645	11	1,086,702	1,145,690
DEDUCTIONS						
Allocations to claimants						
Town of Mammoth Lakes	-	-	-	-	-	76,769
Eastern Sierra Transit Authority	498,566	225,206	47,585	-	771,357	1,053,366
Yosemite Area Regional Transit System	40,000	-	-	-	40,000	35,000
Mono County Senior Services Administration	30,000 5,330	- -	- -	- -	30,000 5,330	30,000 10,473
Total Deductions	573,896	225,206	47,585	-	846,687	1,205,608
CHANGE IN FIDUCIARY NET POSITION	233,503	6,441	60	11	240,015	(59,918)
Net Position, beginning of year	817,901	318,720	380	848	1,137,849	1,197,767
Net Position, end of year	\$ 1,051,404	\$ 325,161	\$ 440	\$ 859	\$ 1,377,864	\$ 1,137,849

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Statement of Fiduciary Net Position
 By Area of Apportionment
 Local Transportation Fund
 June 30, 2021
 (With Comparative Totals as of June 30, 2020)

	Local Transportation Fund - Transit	Pedestrian/ Bicycle	Totals	
			2021	2020
ASSETS				
Cash and investments	\$ 875,344	\$ 45,752	\$ 921,096	\$ 750,266
Sales tax receivable	90,308	-	90,308	111,622
Prepaid expenses	40,000	-	40,000	-
Total Assets	\$ 1,005,652	\$ 45,752	\$ 1,051,404	\$ 861,888
LIABILITIES AND NET POSITION				
Liabilities:				
Allocations payable	\$ -	\$ -	\$ -	\$ 43,987
Total Liabilities	-	-	-	43,987
Net Position:				
Held in trust for Pedestrian & Bicycle projects	-	45,752	45,752	36,185
Held in trust for other purposes				
Apportioned and allocated		-	-	35,000
Unapportioned	1,005,652	-	1,005,652	746,716
Total Net Position	1,005,652	45,752	1,051,404	817,901
Total Liabilities and Net Position	\$ 1,005,652	\$ 45,752	\$ 1,051,404	\$ 861,888

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, 2021
 (With Comparative Totals For the Fiscal Year Ended June 30, 2020)

	Local		Totals	
	Transportation Fund - Transit	Pedestrian/ Bicycle	2021	2020
ADDITIONS				
Sales and use taxes	\$ 787,069	\$ 9,059	\$ 796,128	\$ 779,686
Interest	10,763	508	11,271	18,715
Total Additions	<u>797,832</u>	<u>9,567</u>	<u>807,399</u>	<u>798,401</u>
DEDUCTIONS				
Allocations to Claimants				
Town of Mammoth Lakes	-	-	-	76,769
Eastern Sierra Transit Authority	498,566	-	498,566	703,531
Yosemite Area Regional Transit System	40,000	-	40,000	35,000
Mono County Senior Services	30,000	-	30,000	30,000
Administration and planning	5,330	-	5,330	10,473
Total Deductions	<u>573,896</u>	<u>-</u>	<u>573,896</u>	<u>855,773</u>
CHANGE IN FIDUCIARY NET POSITION	223,936	9,567	233,503	(57,372)
Net Position, Beginning of Year	<u>781,716</u>	<u>36,185</u>	<u>817,901</u>	<u>875,273</u>
Net Position, End of Year	<u>\$ 1,005,652</u>	<u>\$ 45,752</u>	<u>\$ 1,051,404</u>	<u>\$ 817,901</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 Local Transportation Fund
 For the Year Ended June 30, 2021

Allocations	PUC	Allocated	Expended	Allocations Outstanding June 30, 2021
LTC administration	99233.1	\$ 10,000	\$ -	\$ 10,000
LTC audit costs	99233.1	10,000	5,330	4,670
LTC planning and programming	99233.2	10,000	-	10,000
Eastern Sierra Transit Authority for CTSA administration	99233.7	20,700	20,700	-
Eastern Sierra Transit Authority for 395 Routes	99262	105,064	105,064	-
Mono County Senior Program	99262	30,000	30,000	-
Yosemite Regional Transit System	99262	40,000	40,000	-
Eastern Sierra Transit Authority for systems operations	99400(c)	372,802	372,802	-
		<u>\$ 598,566</u>	<u>\$ 573,896</u>	<u>\$ 24,670</u>

MONO COUNTY LOCAL TRANSPORTATION COMMISSION

Schedule of Allocations and Expenditures
 State Transit Assistance Fund
 For the Year Ended June 30, 2021

Allocations	PUC	Allocations Outstanding June 30, 2020	Allocated	Expended	Allocations Outstanding June 30, 2021
Eastern Sierra Transit Authority	6731(b)	\$ -	\$ 568,566	\$ 568,566	\$ -
Total Allocations		<u>\$ -</u>	<u>\$ 568,566</u>	<u>\$ 568,566</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, 2021

	Actual						Variance Positive (Negative)
	Budget	Regional Planning Assistance	STIP PPM	RSTP	Grants	Total	
Revenues							
Rural Planning Assistance	\$ 322,000	\$ 215,165	\$ -	\$ -	\$ -	\$ 215,165	\$ (106,835)
STIP-PPM	181,721	-	135,000	-	-	135,000	(46,721)
RSTP	92,171	-	-	92,171	-	92,171	-
Non OWP Revenues							
Interest	-	(467)	1,823	514	8	1,878	1,878
Total Revenues	<u>595,892</u>	<u>214,698</u>	<u>136,823</u>	<u>92,685</u>	<u>8</u>	<u>444,214</u>	<u>(151,678)</u>
Expenditures:							
100 Administration	51,000	30,734	-	-	-	30,734	20,266
200 RTP Planning	87,000	66,743	10,000	-	-	76,743	10,257
300 Transit Planning and Interagency Coordination	20,000	2,775	-	-	-	2,775	17,225
500 Grants	20,000	3,045	-	-	-	3,045	16,955
700 Regional Transportation	105,000	4,000	29,659	-	-	33,659	71,341
800 Community Planning	11,000	5,397	-	-	-	5,397	5,603
900 Current Planning & Monitoring	163,000	102,471	24,920	-	-	127,391	35,609
Non OWP Expenditures							
RSTP Program	-	-	-	-	-	-	-
Total Expenditures	<u>457,000</u>	<u>215,165</u>	<u>64,579</u>	<u>-</u>	<u>-</u>	<u>279,744</u>	<u>177,256</u>
Change in Fund Balance	<u>\$ 138,892</u>	<u>\$ (467)</u>	<u>\$ 72,244</u>	<u>\$ 92,685</u>	<u>\$ 8</u>	<u>164,470</u>	<u>\$ 25,578</u>
Fund balance, beginning of year						151,673	
Fund balance, end of year						<u>\$ 316,143</u>	

OTHER REPORT

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, 2021 and have issued our report thereon dated November 29, 2021. 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.

Sacramento, California
November 29, 2021

Mono County Local Transportation Commission

PO Box 347
Mammoth Lakes, CA 93546
760.924.1800 phone, 924.1801 fax
commdev@mono.ca.gov

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

Minutes

December 13, 2021 – 9:00 A.M.

COUNTY COMMISSIONERS: Jennifer Kreitz, Rhonda Duggan, John Peters

TOWN COMMISSIONERS: Bill Sauser, Jen Burrows, John Wentworth

COUNTY STAFF: Gerry LeFrancois, Wendy Sugimura, Haislip Hayes, Heidi Willson, Bentley Regehr, Wendy Sugimura, Michael Draper, Deanna Tuetken

CALTRANS: Jacob Burkholder, Mark Heckman, Dennee Alcalá, Ryan Dermody

ESTA: Phil Moores

Public: Garrett Higerd, Dan Holler

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Meeting called to order and Commissioner Sauser led the pledge of allegiance.
2. **PUBLIC COMMENT:** Opportunity to address the LTC on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.
 - No public comment
3. **ADMINISTRATION**
 - Adopt Resolution R21-08 to continue Brown Act remote rules under AB 361
Sauser motioned; Wentworth seconded
Roll-call vote- Ayes: Duggan, Peters, Burrows, Sauser, Wentworth, Kreitz Motion passes 6-0
4. **CONSENT AGENDA ITEMS**
 - Approval of minutes from October 18, 2021.
Sauser motioned; Wentworth seconded
Roll-call vote- Ayes: Duggan, Burrows, Sauser, Wentworth, Kreitz Abstain: Peters Motion passes 5-0 with one abstention.
5. **LOCAL TRANSPORTATION**
 - RSTP (Regional Surface Transportation Program) allocation for Saddle Bag Lake Road Federal Lands Access Program – Scoping phase (*Chad Senior & G. LeFrancois*)
Sauser motioned; Burrows seconded
Roll-call vote- Ayes: Duggan, Peters, Burrows, Sauser, Wentworth, Kreitz Motion passes 6-0
 - Update on 2022 Regional Transportation Improvement Program submittal and

COMMISSIONERS

Jennifer Kreitz John Peters Rhonda Duggan John Wentworth Bill Sauser Jennifer Burrows

Memorandum of Understanding on State 14/US 395 projects (*G. LeFrancois & Bentley Regehr*)

- Gerry presented and answered questions from the commission.
- Town of Mammoth Lakes quarterly transportation verbal update (*Haislip Hayes*)
 - Haislip presented and answered questions from the commission.
- Mono County quarterly transportation update (*Chad Senior*)
 - Chad presented and answered questions from the commission.
- Update on Bipartisan Infrastructure Law also known as Infrastructure Investment and Jobs Act (*G. LeFrancois*)
 - Gerry presented and answered questions from the commission.

6. CALTRANS

- Activities in Mono County & pertinent statewide information
 - Ryan gave an update and answered questions from commission.

7. TRANSIT

- ESTA Update (*Phil Moores*)
 - Phil presented and answered questions from the commission.
- YARTS Update (*Christine Chavez*)
 - Jose Perez presented and answered questions from the commission.

8. CORRESPONDENCE

9. COMMISSIONER REPORTS

- Commissioner Wentworth- Sustainable Recreation Tourism initiative brought up issues around the scenic byway which may be an interest for future meetings depending on the outcome of the discussions.
- Chair Kreitz- attended CSAC 2 weeks ago has an interesting discussion on gas tax and how it is impacting SB1 and our roads and maintenance. How Caltrans is going to address the concerns which is being studied and reviewed.

10. INFORMATIONAL

- United States Bike Route (USBR) 85 update information only (*staff*)
- State of California Grant Opportunity – Clean California (*staff*)

11. UPCOMING AGENDA ITEMS

12. ADJOURN TO January 10, 2021

***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).

COMMISSIONERS

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TO: Mono County Local Transportation Commission

DATE: January 10, 2022

FROM: Gerry Le Francois, Co-Executive Director
Bentley Regehr, Planning Analyst

SUBJECT: Update on 2022 Regional Transportation Improvement Program (RTIP)

RECOMMENDATION

Informational and provide any desired direction to staff

FISCAL IMPLICATIONS

The RTIP is one of many funding sources for local and regional transportation projects in Mono County. RTIP shares are allocated to each Regional Transportation Planning Agency (RTPA) based on

ENVIRONMENTAL COMPLIANCE

All RTIP/STIP projects require environmental compliance as a condition of project development. The adoption of the 2021 program qualifies for a California Environmental Quality Act (CEQA) statutory exemption §15276 Transportation Improvement and Congestion Management Programs;

(a) CEQA does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA.

RTP/RTIP CONSISTENCY

All RTIP projects are required to be consistent with the Regional Transportation Plan.

DISCUSSION on 2022 RTIP/STIP

The STIP cycle occurs every two-years and is a new five-year funding cycle for transportation projects in Mono County. Mono County LTC is programming shares \$5,079,000 for Benton Crossing Road phase 1. The RTIP will be submitted to the State by December 15th.

California Transportation Commission staff has provided their comments on our 2022 RTIP submittal. One issue staff would like to highlight. In July, LTC and Sacramento Area Council of Governments (SACOG) agreed to exchange Federal Highway Improvement Program funds for future State Transportation Improvement Program funding. Currently, SACOG is exploring other State funds for this exchange.

ATTACHMENT

- CTC comments on 2022 RTIP
- MOU with Sacramento Area Council of Governments (SACOG)

SUMMARY OF STIP SHARE BALANCES Through June 30, 2021 (\$1,000's)

Mono																				
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component							
								Prior	22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway Projects:																				
Mono County	loc	2603	Airport Road, rehab			Aug-20	1,400	1,400	0	0	0	0	0	0	0	1,400	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring			Dec-20	135	135	0	0	0	0	0	0	0	135	0	0	0	
Caltrans	395	170	Olancha-Cartago 4-lane expressway (RIP) (11.5%)			May-21	15,043	15,043	0	0	0	0	0	2,480	9,560	937	731	350	985	
Mammoth Lakes	loc	2675	Local roads and multi-use paths, rehabilitation			May-21	2,700	2,700	0	0	0	0	0	0	2,700	0	0	0	0	
Caltrans	395	8539	Kern, Inyokern 4-lane (RIP 10%)(rpt 6-21)			close	310	310	0	0	0	0	0	0	0	310	0	0	0	
Mono County	loc	2656	Long Valley Streets, rehab			Jun-21	2,250	2,250	0	0	0	0	0	0	2,250	0	0	0	0	
Caltrans	14	8042B	Kern, Freeman Gulch widening, Seg 2 (RIP 30%)				260	260	0	0	0	0	0	0	0	0	260	0	0	
Mono County	loc	2676	Eastside Lane, 5mi., rehab Ph 2				3,748	0	0	3,748	0	0	0	0	3,748	0	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring				135	135	0	0	0	0	0	0	135	0	0	0	0	
Subtotal, Highway Projects							25,981	22,233	0	3,748	0	0	0	2,480	19,928	1,247	991	350	985	
Total Programmed or Voted since July 1, 2020							25,981													
COVID Projects																				
Mammoth Lakes	loc	2683	Main Street (Rt 203) multi-use path (MUP)(20S-26)	SOF			250	250	0	0	0	0	0	0	0	0	250	0	0	
Mammoth Lakes	loc	2681	Minaret Road MUP, Lake Mary Rd-Old Mammoth Rd(20S-26)	SOF			250	250	0	0	0	0	0	0	0	0	250	0	0	
Mammoth Lakes	loc	2682	Laurel Mountain Road, Rehab and Sidewalks(20S-26)	SOF			805	141	664	0	0	0	0	0	664	0	141	0	0	
Total 2021 Mid-Cycle STIP Programming							1,305	641	664	0	0	0	0	0	664	0	641	0	0	
PROPOSED 2022 PROGRAMMING																				
Highway Project Proposals:																				
Mono County	loc	NEW	Benton Crossing Rd, Rt 120-to 7mi so, Ph1, rehab			NEW	5,079	0	0	0	0	5,079	0	0	5,079	0	0	0	0	
Mono LTC		2003	Planning, programming, and monitoring				75	0	75	0	0	0	0	0	75	0	0	0	0	
Subtotal, Highway Proposals							5,154	0	75	0	0	5,079	0	0	5,154	0	0	0	0	
Total Proposed 2022 STIP Programming							5,154													
Nominated Projects Not Included in Staff Recommendations																				

Notes:
 RTIP adopted on 11/8/21.
 PPNO 2003 - PPM proposed in 22-23 within share limit
 Proposal over Target - SACOG not proposing \$105 repayment

Balance of STIP County Share, Mono	
Total County Share, June 30, 2021	26,099
Total Now Programmed or Voted Since July 1, 2020	25,981
Unprogrammed Share Balance	118
Share Balance Advanced or Overdrawn	0
Proposed New Programming	5,154
Minimum	0
Target	5,124
Maximum	7,155
Under (Over) Target	(30)
COVID Programming	1,305
Target	1,305
Under (Over) Target	0



MEMORANDUM OF UNDERSTANDING
between the
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
and the
MONO COUNTY LOCAL TRANSPORTATION COMMISSION

This Memorandum of Understanding (MOU) between the Sacramento Area Council of Governments (SACOG) and Mono County Local Transportation Commission is entered into by the Executive Director of SACOG and Co-Executive Director of MCLTC, both of whom have the authority to bind their respective organizations. It is understood that the SACOG and MCLTC boards of directors will be advised of this MOU at the earliest opportunity.

The parties do agree as to the following:

1. MCLTC shall loan \$116,099 in Highway Infrastructure Program (HIP) apportionment, specifically funds allocated under 23 U.S.C. 133(b)(1)(A) "activities in areas with a population over 5,000 to 200,000" and/or 23 U.S.C. 133(b)(1)(A) "activities in areas with a population 5,000 and under" (Program Code Z006 and/or Z007), and also HIP fund-specific Obligation Authority from its unobligated balance in Federal Fiscal Years (FFY) 2018, 2019, 2020, and 2021; and
2. SACOG shall repay the loan by providing MCLTC \$105,000 of its 4-county (Sacramento, Sutter, Yolo, and Yuba) share of State Transportation Improvement Program – Regional Improvement Program (STIP-RIP) shares in the upcoming 2022 STIP. The STIP shares come with both apportionment and Obligation Authority. The 2022 STIP funds may be available for programming between State Fiscal Year 2022-23 and 2027-28; and
3. It is understood that SACOG, at its discretion, may pre-pay any part or all of the loan in the form of STIP-RIP funds; and
4. Apportionment adjustments will be made by the California Department of Transportation's Programming Division, Local Assistance Division, and the California Transportation Commission to SACOG's and MCLTC's apportionment balances to reflect the loan and repayment of apportionment in that are the subject of this MOU;
5. The loan and repayment of apportionment may also be subject to reprogramming adjustments by each region that is reflective of current policy for programming projects in the Federal Transportation Improvement Program (FTIP); and
6. Both SACOG and MCLTC agree to use "pertinent dates and figures" supplied by the Department of Transportation, Local Assistance Division. "Pertinent dates and figures" include, but are not limited to, effective dates and dollar amounts of apportionments.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

7. It is the responsibility of SACOG and MCLTC to communicate to the Department of Transportation and the California Transportation Commission in a timely manner, via email, the request of the adjustments to record the loan and repayment of the loan; and
8. If MCLTC and SACOG agree to delay repayment of the loan, amendments to this MOU may be entered into by the Executive Director of SACOG and Co-Executive Director of MCLTC. Such amendments shall be binding on the parties if signed by the executive directors of both agencies and shall be effective as of the date shown in the amendment unless otherwise indicated.

Made and entered into effective the 14th of June, 2021.

Gerry LeFrancois

Gerry LeFrancois
CO-Executive Director
MCLTC

James Corless

James Corless
Executive Director
SACOG

cc: Dee Lam, Caltrans Division of Local Assistance
Bomasur Banzon, Caltrans Division of Local Assistance District 3
Forest Becket, Caltrans Division of Local Assistance District 9
Megan Perasso, Caltrans Division of Local Assistance
Sujaya Kalainesan, Caltrans Division of Local Assistance
Muhaned Aljabiry, Caltrans Office of Federal Programming and Data Management
Abhijit Bagde, Caltrans Office of Federal Programming and Data Management

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LTC Staff Report

January 10, 2022

TO: Mono County Local Transportation Commission

FROM: Gerry Le Francois, Co-Executive Director

SUBJECT: Legislation of interest to Regional Transportation Planning Agencies (RTPAs)

RECOMMENDATION

Discuss and provide any desired direction to staff.

FISCAL IMPLICATIONS

To be determined but assumed to be positive.

ENVIRONMENTAL COMPLIANCE

NA

RTP / RTIP CONSISTENCY

NA

DISCUSSION / LEGISLATION TRACKED

Staff receives information about various pieces of legislation from Rural Counties Task Force (RCTF), and Regional Transportation Planning Agency Group (RTPA).

Bill	Summary	Signed
Bipartisan Infrastructure Law / Infrastructure Investment & Jobs Act	Around \$550 B in new Federal infrastructure investment, including— <ul style="list-style-type: none"> ○ Largest federal investment in public transit ever ○ Largest federal investment in passenger rail since the creation of Amtrak ○ Largest dedicated bridge investment since the construction of the Interstate System ○ Largest investment in clean drinking water & wastewater infrastructure in U.S. history ○ Largest investment in clean energy transmission & electric vehicle infrastructure in history ○ Ensuring every American has access to reliable high-speed internet 	Sign by President

California State Transportation Agency (CalSTA) held the first workshop on December 17th. Thirteen Implementation Sub-Working Groups have been established by CalSTA. These sub-working groups will be meeting in the coming weeks and months. Fact sheets and guidance are pending from United States Department of Transportation (U.S. DOT). The State has also established a IIJA website:

<https://calsta.ca.gov/subject-areas/infrastructure-investment-act>

that will be updated with resources and materials to help California implement IIJA.

IJA Implementation Sub-Working Groups		
1- Safety	6- Transition to Zero Emissions	11-Overall Funding Split between State & Local and across programs
2- Fix it First	7- Local Hire / Contracting	12- Tribal Government
3- Reimagining Highway Investments / Carbon Reduction Program	8- Transit and Commuter Rail	13- Equity
4- Climate Resilience and Adaption	9- Intercity Passenger Rail	
5- Active Transportation	10- Freight / Goods Movement	

January 10, 2022

Subject: **ESTA Mono LTC REPORT**
 Presented by: Phil Moores, ESTA Executive Director

Recruitment

The recruiting market has become highly competitive with starting wages for all businesses rising considerably. In transit, comparative agencies are starting drivers between \$18.00 and \$22.50 per hour. ESTA is moving in this direction to prevent losing drivers and to attract new ones. Negotiations with the ESTA employee association is currently under way. I am working with all of our partners to increase revenue to help pay for what is shaping up to be a significant increase in expenses. I am not certain if the increase will be covered with planned revenues at this time. The potential for budget deficits is something to prepare for.

Ridership

Unsurprisingly, overall ridership increased in October compared to last year. Compared to pre-Covid, ridership was 27% down, which is less "down" than previous months.

October Ridership Report					
Route	Pre-Covid April 2019	Covid 2020	Current 2021	Change Current vs. Last year	% Change Current vs Pre- Covid
BEN	54.00	6.00	5.00	-1	-90.74%
BISDAR	3,792.00	2,439.00	2,762.00	323	-27.16%
BISFR	0.00	0.00	0.00	0	0.00%
BPTCAR	19.00	10.00	6.00	-4	-68.42%
LANC	476.00	215.00	350.00	135	-26.47%
LP/BIS	289.00	158.00	228.00	70	-21.11%
LPDAR	473.00	312.00	396.00	84	-16.28%
MAMFR	15,620.00	6,795.00	11,569.00	4,774	-25.93%
MDAR	266.00	124.00	150.00	26	-43.61%
MMSA	0.00	0.00	0.00	0	0.00%
MXP	369.00	190.00	180.00	-10	-51.22%
NRIDER	322.00	134.00	275.00	141	-14.60%
REDS	195.00	0.00	0.00	0	-100.00%
RENO	591.00	289.00	513.00	224	-13.20%
WLK	27.00	12.00	5.00	-7	-81.48%
Total	22,493	10,684	16,439	5,755	-27%

January 10, 2022

Finance

ESTA remains under budget year to date. The largest line items of salaries, fuel prices and maintenance costs have not exceeded budgeted amounts. However, employee negotiations will require budget amendments.

Service

The ESTA Board approved a six-month service review in November. The review focused on winter services, but included analysis on summer service. The often-discussed trailhead service was also considered.

The following service ideas and standard offerings were reviewed:

1. The idea of serving trailheads directly with public transit during summer months has been proposed by elected officials as well as the public. The trailhead service is proposed not only to facilitate access to the trails, but to reduce parking congestions at the trailheads. It is not recommended that ESTA take sole responsibility for the Forest Service challenges. The expense and logistics of the project is prohibitive.
2. Increasing Bishop DAR hours is an Unmet Needs request. We received a grant to get this started. After the grant period ends, we will need to find funding to continue this extra service.
3. Weekend Mammoth Express service has been requested to meet the needs of Bishop residents that work and recreate in Mammoth.
4. Weekend 395 Routes - Some of the challenges in delivering these services includes funding, vehicles, and driver availability. The 400-mile corridor itself strains drive-time hour limits and driver stamina. High wind days on the 395 South restricts us to smaller vans when high profile vehicles are prohibited. Still despite these challenges, pilot programs should be considered. We can try to apply for this expansion through 5311(f) next year.
5. Warren and Church stop – adding this stop to existing express and 395 Routes can be done at a near zero cost, but will improve convenience for riders looking to reach downtown Bishop.
6. Bishop Creek Shuttle – This route has performed poorly with little or no ridership growth for the last five years (1.37, 2.35, 2.34, 1.69, and 2.07). ESTA's Strategic Business Plan measures Market Development Routes on a three-year trajectory, with the third year serving as the final year of pilot designation. This route delivers about 266 service hours at about \$90 per hour, \$24,000 annually. The recommendation is to divert these funds toward a Saturday Mammoth Express and/or

January 10, 2022

Bishop DAR expansion. While this is not considered a Winter service, an early decision will help with communication and the Public Hearing process.

7. Airport Service – With little costs, our express routes that begin and end at the Bishop Yard can be extended to the Bishop Airport

1. 395 South Saturday service

Saturdays would likely yield the most ridership on the 395 Routes, and would be a good place to start in expanding this service.

Saturdays, Mammoth or Bishop to Lancaster.

Annual Service Hours: 11 times 52 = 572 annual service hours

Cost: Operational: 572 times \$84 = \$48,048

Capital: \$0

Marketing: \$2,000

Total: **\$53,000**

Funding Source: Fares and

2. 395 North Saturday service

Saturdays, Lone Pine to Sparks connecting to Greyhound (Sacramento) at 2:18pm

Annual Service Hours: 13 hours times 52 = 676 annual service hours

Cost: Operational: 676 times \$84 = \$56,784

Capital: \$0

Marketing: \$2,000

Total: **\$63,000**

Funding Source: Fares and

3. Mammoth Express Saturdays

Two round trips one in the morning and one in the evening.

Annual Service Hours: 50 min one-way, 1:55 roundtrip (includes layover), 52 Saturdays times 1:55 = 100 service hours

Cost: Operational: 100 times \$84 = \$8,400

Capital: \$0

Marketing: \$2,000

Total: **\$10,500**

Funding Source: LCTOP

January 10, 2022

4. Bishop DAR Expansion

Later evening service and later Sunday service has been requested in Unmet Needs proceedings. A grant application to fund this service is currently under review.

Annual Service Hours: 13.5 weekly hours times 52 = 702 annual service hours. Must add 7.5 dispatch hours and 1.5 hours admin also.

Cost: Operational: \$31,000, includes fuel, maintenance
 Capital: \$0
 Marketing: \$2,100
 Total: **\$33,100**

Funding Source: Community Rides Grant if successful, then Fares and Transportation Development Act (LTF/STA)

5. Trailhead Service

Only the Whitney Portal has the potential for shuttle service to be successful. To succeed, a Lone Pine to the Portal service would require US Forest Service cooperation in the form of restricted access similar to the Reds Meadow model. This includes a manned gate from 7am to 3pm and a mandatory shuttle. Anything short of this would not yield sufficient ridership to sustain the cost of a shuttle system. Even with this, US Forest Service financial support would be needed and expected. Solving Forest Service trailhead parking challenges should not be solely ESTA's responsibility.

The Portal Road would be very hard on buses. The turns and incline increase wear and tear dramatically as we have seen in Reds Meadow. Therefore, vehicle purchasing and replacement would need to be funded. ESTA does not have the vehicles to even start this service and purchasing Trailhead service buses is not a priority since the current Bishop fleet is in need of replacement. A diesel cutaway costs over \$210k, and we would need several to meet the demand if the traffic were restricted. Service and repair of these buses would likely be an hour away in Bishop. This is a large financial undertaking. Assuming all the requirements were met, we still need 4 drivers to cover 14 weekly shifts for only two months of the year. Lone Pine would not likely satisfy this manpower need.

January 10, 2022

Another consideration is the private shuttle companies that currently serve the trailheads in Inyo County. Any publicly subsidized shuttle service would certainly hurt their business.

As an aside, The Bishop Creek Shuttle has a very low productivity of 2 riders per service hour, and does not generate nearly enough revenue to cover costs. There is a strong argument for cancelling this service.

Annual Service hours: two shifts per day totaling 14 hours times 68 days (July 4th to Labor Day) yields 952 hours.

Cost: Operational: 952 times \$94 = \$89,488
 Capital: \$630,000
 Marketing: \$2,000
 Administration: 2 hours weekly at \$31 times 52 = \$3,224
 First year total: **\$724,712**

Funding Source: fares and USFS

6. Warren and Church Stop (behind Joseph's)

The Unmet Needs meetings revealed a need for 395 Routes to stop in a more central location in Bishop. The only stop is Vons grocery store. This is reasonable to meet, and adding this stop as a call stop will not impact the service very much. As a call stop, the route would not deviate if no one needs the stop.

January 10, 2022

7. The following table describes proposed service through Spring 2022:

Planned ESTA Services October 2021 through April 2022											
Route	Type	Days of Week							Hours	Service Period	Description
		S	M	T	W	T	F	S			
Walker DAR	DAR		X	X	X	X	X		8am-4:30pm	year-round	1 bus, expand to Bridgeport 1 days
Bridgeport - Carson	LL				X				11am-6:30pm	year-round	1 roundtrip on Wednesday
Walker to Mammoth	LL		X	X	X	X	X		8am-5pm	Tuesdays	Operated by Walker DAR driver. Res. Only
Mammoth DAR	Par		X	X	X	X	X		8am-5pm	year-round	Provides ADA paratransit backup
Purple Line	Cor	X	X	X	X	X	X	X	7am-6pm	year-round	1 bus with 30-minute headways
Mammoth Winter Trolley	Cor	X	X	X	X	X	X	X	5:40p-2am	Through April 21	2 buses with 30-minutes service till 2am
Mammoth Shoulder Season Trolley	Cor	X	X	X	X	X	X	X	7am-10pm	mid-April to mid-June Labor Day till Nov.	2 buses with 30-minutes service till 2am
Mammoth Summer Trolley	Cor	X	X	X	X	X	X	X	7am-2am	May 26-Nov 16	3 buses with 30-minutes service until 10pm. Reduced till 2am
Mammoth Lakes Basin Trolley	Cor	X	X	X	X	X	X	X	8am-6pm	after Labor Day till Oct. 1	2 buses with 30-minutes service, 3 on Sat. 1 bus with 60-minute service and 2 on Sat.
Red Line	Cor	X	X	X	X	X	X	X	7am-5:30pm	Thru April	3 buses with 20-minute service As many as 6 buses on busy days
Blue Line	Cor	X	X	X	X	X	X	X	7am-5:20pm	Thru April	1 bus with 15-minute service
Green Line	Cor	X	X	X	X	X	X	X	7:30am-5:30pm	Thru April	1 bus with 15-minute service
Yellow Line	Cor	X	X	X	X	X	X	X	7:30am-5:30pm	Thru April	1 bus with 20-minute service
Mammoth Express	Com		X	X	X	X	X		see schedule	year-round	8 trips daily
395 Reno	Cor		X	X	X	X	X		see schedule	year-round	1 roundtrip daily
395 Lancaster	Cor		X	X	X	X	X		see schedule	year-round	1 roundtrip daily
Benton - Bishop	LL				X				8:30am leave 2:30pm return	year-round	1 roundtrip daily, 2 days per week
Bishop DAR	DAR	X	X	X	X	X	X	X	7am-6:30pm (M-F) 8:30am-6pm (Sat) 8am-1pm (Sun)	year-round	Door-to-door service in Bishop
Nite Rider	DAR							X	6pm-2am	year-round	Friday and Saturday nights (and New Years Eve & Tri-county Fair Sunday)
Bishop Creek Shuttle	MD	X	X	X	X	X	X	X	8am-9:45a 4pm-5:45pm	Weather permitting June 16-Labor Day	RECOMMEND DISCONTINUATION
Lone Pine - Bishop	Com		X	X	X	X	X		see schedule	year-round	6 trips daily
Lone Pine DAR	DAR		X	X	X	X	X		7:30am-3:30pm	year-round	1 bus - door-to-door service
Reds Meadow Shuttle	Cor	X	X	X	X	X	X	X	7am-8pm	June 16-Labor Day	6-11 buses with 20-minute service

Legend: Cor=Core, Chr=Charter, DAR=Dial-a-Ride, Par=Paratransit Required, MD=Market Development, LL=Lifeline, Com=Commuter

Summary

The Bishop DAR expansion grant was awarded award up to \$73,000, we plan on using around \$51,000. January 3, 2022 we started with adding one more hour of DAR service Monday through Thursday.

The Trailhead service is a large and costly service requiring USFS cooperation and funding. ESTA has made some phone calls to test the appetite for partnership, but has not received much response. Considering all the challenges the Trailhead service presents, it is not recommended that ESTA pursues this project any further at this time.

That leaves Saturday Mammoth Express and 395 Route Saturday expansions as the most probable. These each have potential funding sources and have good ridership potential. With the cancellation of Bishop Creek, a pilot Saturday Mammoth Express could start once driver availability is assessed. The 395 Routes should attempt funding through grant application before starting. We can apply next year.

Most of the listed service items are not included in approving a Winter Service Plan. The Bishop Creek Shuttle discontinuation requires a public

January 10, 2022

hearing. The Summer Service Plan will be presented in the Spring for Board consideration.

Mono County Local Transportation Commission

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January 5, 2021

Stacie Guzman, Executive Director,
Yosemite Area Regional Transportation System
369 West 18th Street
Merced, CA 95340

Re: Support for Nationally Significant Federal Lands and Tribal Projects Program funding

Dear Executive Director Stacie Guzman,

The Mono County Local Transportation Commission is writing to express its support for the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program application submitted by the Yosemite Area Regional Transportation System (YARTS). This proposed project would be a transformative investment not only because it would greatly enhance access to Yosemite National Park (YNP) by public transit, and improve transportation services within Yosemite National Park, but also because of the environmental benefits to be realized with the reduction in personal vehicle travel into YNP.

As reflected in YARTS' application, the agency is partnering with Mariposa County and Yosemite National Park to purchase land to establish a maintenance and operations facility for YARTS in Merced, CA; purchase 10 clean diesel buses to replace an aged fleet; implement site improvements for a transportation center in the gateway community of Mariposa, CA; develop a charging facility in Yosemite Valley and Mariposa Grove for electric buses within Yosemite National Park and YARTS; and purchase 10 heavy duty battery electric buses for in-park public transportation services. As a small, rural transit agency, funding for capital purchases has proven to be a challenge. This grant award would have significant impact to the Yosemite gateway communities and result in a substantial reduction of emissions and vehicular traffic to one of the worlds greatest wonders.

YARTS operates on all four highways that lead to Yosemite National Park. Offering a world class operation like YARTS fulfills park management goals of reducing visitor and employee traffic congestion, mitigating parking demand, and reducing air pollution in the California and the greater San Joaquin Valley Air basin, and within Yosemite National Park. YARTS allows for services to be provided as a reliable transportation service for local, state, national, and international visitors including the elderly, persons with disabilities, park employees, and visitors who may not have the means or ability to travel by private vehicle. Yosemite National Park sees an average of 4.6 million visitors a year, many of whom prefer to enjoy the ride on YARTS rather than driving on mountainous terrain. YARTS has proven to be a good partner in supporting Yosemite National Park in 2020 and 2021 during the introduction of day use park

entry reservation system (in response to COVID-19) and can help to fulfill future strategic approaches to visitor use management.

As the State Regional Transportation Planning Agency (RTPA) for Mono County, our region has a long tradition of supporting YARTS. Mono County, along with Merced and Mariposa, is one of the original three parties to help establish the Joint Powers Authority for YARTS in 1999, Mono County LTC provides annual funding to YARTS, and the Regional Transportation Plan (RTP) has a numerous goals and policies to improvement interregional transit services for residents and visitors which YARTS provides on a seasonal basis.

Mono County LTC fully supports YARTS application under the NSFLTP program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gerry LeFrancois". The signature is stylized and cursive.

Gerry LeFrancois, Co-Executive Director Mono County LTC