

Mono County Local Transportation Commission

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AGENDA

March 12, 2018 – 9:00 A.M.

Town/County Conference Room, Minaret Village Mall, Mammoth Lakes
Teleconference at CAO Conference Room, Bridgeport

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

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
2. **PUBLIC COMMENT**
3. **MINUTES**
 - A. Approve minutes of December 11, 2017, (Hogan, Peters, Stump, Wentworth); and -- **p. 1**
 - B. Approve minutes of January 29, 2018 (*no February meeting*) -- **p. 5**
 - C.
4. **COMMISSIONER REPORTS**
5. **LOCAL TRANSPORTATION**
 - A. Discuss & consider endorsement for Proposition 68: California Clean Water & Safe Parks Act (*Gerry Le Francois*) -- **p. 9**
 - B. OWP Amendment 02 to 2017-18 (*Megan Mahaffey*) -- **p. 18**
 - D. OWP timeline for adoption of 2018-19 draft (*Megan Mahaffey*) -- **p. 24**
6. **ADMINISTRATION**
 - A. Appoint Social Services Transportation Advisory Council (SSTAC) members (*Michael Draper*) – **p. 27**
 - B. Partnership with federal agencies
 - C. Commissioner Larry Johnston appreciation
 - D. Resolution for retired executive director Scott Burns
7. **TRANSIT**
 - A. Eastern Sierra Transit Authority (ESTA)
 1. 2017-18 LCTOP (Low-Carbon Transit Operations Program) grant application: Adopt Resolution R18-02 approving \$43,304 for expansion of Mammoth Express & Lone Pine Express fixed-route services, reduce pass prices on Mammoth Express, purchase electric vehicle, & and authorize ESTA's executive director to complete & execute all documents for the LCTOP submittal, allocation requests, and required reporting. (*John Helm*) – **p. 30**
 2. 2016-17 ESTA audit (*John Helm*) -- **p. 35**
 3. Approve PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement) rolling stock modification (*John Helm*) – **p. 70**
 - B. Yosemite Area Regional Transportation System (YARTS)

More on back...

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

8. **CALTRANS**

A. Activities in Mono County & pertinent statewide information

9. **INFORMATIONAL:** No items

10. **UPCOMING AGENDA ITEMS:** 1) Winter Debrief

11. **ADJOURN** to April 9, 2018

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

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

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DRAFT MINUTES

December 11, 2017

COUNTY COMMISSIONERS: John Peters, Fred Stump. **ABSENT:** Larry Johnston

TOWN COMMISSIONERS: John Wentworth, Sandy Hogan. **ABSENT:** Shields Richardson

COUNTY STAFF: Gerry Le Francois, Megan Mahaffey, Michael Draper, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton, Haislip Hayes

CALTRANS: Brent Green, Austin West, Bryan Winzenread, Haissam Yahya

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Chair John Peters called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to flag.
2. **PUBLIC COMMENT:** None
3. **MINUTES:** Approve minutes of Oct. 23, 2017 (*no November meeting*) as amended: 1) item 5A, fifth graph from end: Inyo does not have climatic conditions of Mono, ~~no~~ although it does have several communities with state highways as main streets; 2) item 7B: YARTS ~~founder~~ founding manager Dick Whittington. (*Hogan/Stump. Ayes: 5. Absent: Johnston, Richardson.*)
4. **COMMISSIONER REPORTS:** **Hogan:** Caltrans highways north look good. **Wentworth:** Town appreciated Caltrans assistance with grant, Town staff worked weekends. Town also got fire grant out of Montana, only CA grant. SB 1 ties into national resources that Town has leveraged. Town announced acquisition of Shady Rest parcel for housing, work with Caltrans. Housing action plan support, work with federal partners as well. Town wants Mono update on Mono/Madera county line issue. **Stump:** County line issue also at Upper Rock Creek and Fish Lake Valley. Different Brown Act involving irrigation may impact moving county lines for species such as sage grouse. Prefers legislative bundle. **AGENDIZE.** **Wentworth:** Potential federal infrastructure program. If Congress approves tax, exhaust federal money. Would need matching funds from local sources, rural focus. **Holler:** None. **Stump:** Caltrans cleaned June Lake culverts. Requests for US 6: 1) Chalfant project; 2) Chalfant no-passing lane where lots of passing occurs; and 3) truckers idling next to residences while people sleep. Lack of truck stops is being studied. Tribe considering one in Benton area. RACE Communications nearly finished in Crowley area. New skatepark, but no plant means no pavement. **Peters:** Spent week at CSAC, saw Supervisor Wheeler from Madera County, who indicated no opposition [to county line change]. Personnel change at sheriff's office: Moriarty moved on, Phil West promoted to undersheriff. Thanks to Caltrans for Bodie road opening. New branch of Bodie Foundation opening in Bridgeport, with Bodie merchandise, interpretive tours. Lots talk about monumental effort to pass SB 1, legislative highlight. Encouraging counties to use money expeditiously. Deer crossing issue at Fisheries/Wildlife Commission. **AGENDIZE.** Supervisor Johnston attended entire week, participated in executive committee meetings. Hopeful he'll start attending BOS meetings, but Stump cited significant setback on weekend.
5. **LOCAL TRANSPORTATION**
 - A. **Yosemite pass opening policy:** Supervisor Gardner will set meeting in 2018 and provide update. Jeremy Marshall, Bridgeport district ranger, has moved on. Peters noted closure for season. Has reopened during prolonged dry periods. Possibility?
 - B. **Winter debrief:** Gerry Le Francois has completed interviews except for couple of FPDs. Good reports. Hope to wrap up first of year. Idea of mutual aid arose. Utilize resources. Thom Heller thought a good idea. Heller's move to Idaho in spring means loss of huge institutional memory from USFS, MMSA, and FPD. CALOES has model agreement.
Analytics come back? Le Francois will provide analysis of what happened by February. Stump mentioned hazard mitigation team here this week.

COMMISSIONERS

Sandy Hogan Larry Johnston John Peters, chair Shields Richardson Fred Stump John Wentworth, vice-chair

Caltrans meeting with Mono? Le Francois: Yes. Green noted mutual aid agreements in effect. Different models for different situations. Hogan suggested school district for housing.

6. TRANSIT

A. Eastern Sierra Transit Authority (ESTA)

Gray Line report: John Helm announced Old Mammoth area west of Snowcreek Athletic Club will get limited service starting this Wednesday. Similar, but revised times. Issue occurred when Gray Line discontinued due to expansion of Town Trolley. Used smaller bus, but then transitioned to larger buses on main line routes that cannot turn around on Old Mammoth Road. Community vigorously opposed buses on Red Fir Road. Only compromise was smaller bus that could turn around by taking DAR (Dial-A-Ride) out of service for few hours/day for limited runs. Three morning runs from 7:15, three afternoon return runs when school lets out, employees. Negative impact on DAR, but seen as best solution to provide some level of service. Long-term solution in works for turnaround farther out Old Mammoth Road. Submitted proposal to commenters, all but one had positive responses. Hope for better long-term solution.

Need for bigger buses? Change time schedule? Helm cited zero-cost solution.

Discussion at Town Council meeting Wednesday. Received by ESTA board. Corless acknowledged Town/ESTA efforts. Not complete solution, but reasonable compromise. Bill Sauser was disappointed in residents who didn't want buses even it meant no transit service.

Hogan heard same issue at Mobility Commission years ago. Turnaround at bottom of residential Red Fir Road had real concerns.

Helm recalled Sauser mentioned transit to recreation nodes down road, different from frequent main line service.

Trolleys up road in wintertime on snow? *Not say "can't," but steepness a concern.*

Transfer point at Snowcreek? Morning runs transfer by Carl's Jr so all three routes transfer there. By hospital first, schools second, up Main Street to Village. 7:20 Red Line gets employees to work on time. Could supplement to Village.

Helm acknowledged challenges in getting kids from Chalfant/Benton to schools in Bishop. Follow up with transportation at Bishop school district. Dialog occurring.

ESUSD? Stump disappointed in benign neglect or deferring responsibility to Bishop district. Kids pay price. Superintendent/board abdicates responsibility.

Helm's plans? Retire in May 2018. Thoroughly enjoyed time with ESTA, proud of services it provides. Personal challenges to pursue involve sailboat.

B. Yosemite Area Regional Transportation System (YARTS): Danna Stroud leaving for San Luis Obispo marketing organization. Served as AAC (Authority Advisory Committee) chair for several years. YARTS started as Mono/Madera/Merced counties, added Fresno and Tuolumne. Main supporter is NPS, but no sustained funding. Fresno and Tuolumne still on pilot programs. Merced picked up administrative costs.

7. ADMINISTRATION

A. OWP Amendment 01 - budget adjustment: Megan Mahaffey didn't have total numbers when adopted in June. Have rollover funds to add to trails and regional project study reports.

Staff has capacity to use money? *Documentation goes to contract, not inside staff.* Garrett Higerd indicated all new projects need preliminary development.

MOTION: Adopt Amendment 01 to OWP 2017-18 to incorporate additional \$77,087 into PPM work element budgets and additional \$43,722 into RPA work element budgets, and authorize LTC executive director to sign adjusted OWPA. (*Hogan/Stump. Ayes: 5. Absent: Johnston, Richardson*)

REVISED MOTION: Include minute order M17-04. (*Stump/Holler. Ayes: 5. Absent: Johnston, Richardson.*)

--- Break: 9:45-9:50 ---

B. OPEN BOTH PUBLIC HEARINGS:

1) Regional Transportation Improvement Plan (RTIP) adoption: Gerry Le Francois noted lots of District 9 staff involved. Good news: able to move O/C (Olancha/Cartago) funding through construction, move FG (Freeman Gulch) segment 2. Cost increase on Airport Road rehabilitation. Add \$150,000 to 2018 total. Public transit cannot use STIP dollars to buy vehicles except with match. Be careful on funding sources. Assume local match, but could be other sources.

Helm stated ESTA has begun budgeting capital replacement funds, maybe matching local funds. Wentworth cited drift from non-state, non-federal to local matches. Get ahead of it so not miss out.

Airport Road rehab so vehicles not beat up brand new road? Stump suggested combining project construction times and using same entity to perform similar activities. Higerd is coordinating with Town. Options to collaborate; e.g., Town environmental process for terminal building not yet approved. Higerd indicated project was programmed

in past, but cost increases give alternatives for more-direct entrance to airport. Hogan wanted flexibility to move into future if talks continue with Bishop. Wildlife fence, all connected. Move forward without losing it.

Peters clarified request for increase, not reprogram. Town/Mono working together.

Higerd cited many moving parts: fence, road on USFS land. More money in there for Eastside Lane treatment. Not enough money to do all at once. Best now would be \$150,000 added. Long Valley Streets is new project based on pavement management system that includes entire Long Valley area.

Le Francois wanted to retain flexibility to program future Town project. Key: Keep MOUs, money for local projects, avoid negative balance. Inyo \$21 million in red for O/C. CTC will loan out positive balance, put it to work. Loan to Inyo LTC for O/C? Could do later. No fiscal year attached, could amend RTIP.

Hogan thought CTC saw that Mono was still committed. Stump stated already committed to O/C, but this would be additional.

Maybe hear from Inyo LTC? Winzenread stated Inyo adopted RTIP taking full brunt of \$2.19 million. Hope to adjust.

Effort to recall SB 1 under way? Higerd noted signature collection phase for November 2018 ballot.

Does R17-13 include loan to Inyo LTC? Le Francois indicated not; would show up later. Direct staff to show submittal.

Winzenread got funding for Town. Holler mentioned additional work on Main Street. Two pots of money into sidewalk project.

Stump indicated incorporating loan would not put us in red, but diminishes reserve to respond to other things. Leave all projects intact with increase for Airport Road.

Le Francois mentioned pulling out \$3 million for Town. Dermody cited Main Street projects, multi-use off Lake Mary trail.

Winzenread suggested freeing up some RTIP money by backfilling void through other means.

MOTION: Adopt R17-13 on RTIP as amended: 1) add \$150,000 for Eastside Lane overlay; 2) approve \$1.25 million loan to Inyo County LTC for O/C; and 3) remainder of RTIP shares for future Town project. (*Stump/Wentworth. Ayes: 5. Absent: Johnston, Richardson.*)

Who would notify Inyo LTC? *Caltrans.*

MOTION: Authorize staff to sign document and make any technical changes as required (*Holler/Hogan. Ayes: 5. Absent: Johnston, Richardson.*)

Le Francois indicated South State section is scheduled Jan. 25, elected official should attend.

2) Regional Transportation Plan (RTP) update/amendment: Gerry Le Francois noted highly involved Housing Element has longer window to adopt.

CIP (Capital Improvement Program) at \$1.4 million; how much spent? Higerd will present full update at midyear budget in February. Expenditures fairly light, more in last six months. Get projects going at beginning of fiscal year. SB 1 will release local installments monthly. **CLOSE PUBLIC HEARINGS.**

MOTION: Adopt resolution R17-14 amending Appendix D of the RTP to incorporate County's five-year Capital Improvement Program (CIP) and 2018 Regional Transportation Improvement Program (RTIP) (*Wentworth/Peters. Ayes: 5. Absent: Johnston, Richardson.*)

NOTE: Delete repeated "the" in header

8. CALTRANS

A. Senate Bill 1: Road Repair & Accountability Act of 2017: Ryan Dermody and Austin West presented a PowerPoint. Title is important, as it includes performance measures. Simple maintenance strategy of crack sealing helps repel water and ice. Wheel rutting means wear course or things happening below pavement. Longitudinal cracking, base failure dig-out repairs: cut out and replace pavement. Base failure occurs on US 6. Band-aids for many years, not full in-depth rehab. Now can add rehab projects to address base failures with SB 1. West spoke of SB 1 gas tax, plus diesel tax (hit Nov. 1), vehicle registration fees that hit Jan. 1, 2018, depend on value of car. \$54 million in decade. ZEVs will pay fees in 2020.

Brent Green stated excise tax that hovered around 18 cents is down to 10 cents. Rebalance back to 18, and then start indexing with inflation.

Stump noted increase was not stated up front, so add to 30 cents. Restoration of something that degraded over time, prior to SB 1 passage.

Peters mentioned five-year road plan in his area. Sustainable for public at large if on ballot?

West spoke of programs. Revenue split 50/50 State and locals, heavy on maintenance.

Trade corridor enhancement US 6 and US 395? *Looking specifically for MOU projects.* Dermody indicated Mono not competitive with bigger areas.

West stated SB 1 focuses heavily on highway maintenance: pavement, culverts, electronic systems, and bridges. Make these performance targets. 17,000 miles of pavement. Other programs: trade corridors.

Match requirements? *Sometimes find workarounds.* Higerd noted SB 1 wants money used for matches.

West cited lots of money coming in. Focus on SHOPP (State Highway Operation & Protection Program) in District 9. \$727 million. Bridge rail, roadside safety, bridge health, pavement preservation.

Higerd noted Town/Mono have not incorporated color guard rails. AGENDIZE.

West explained thin overlay prolongs life span. For great level of stress remove several inches of pavement, recycle and repave. Base failure needs full rehab. Treatment depends on condition of roadway.

Dermody indicated not enough money for rehab throughout state prior to SB 1. Door now open for rehabs.

Stump questioned rationale for \$1 million/mile to rehab. Winzenread cited addressing side slopes, etc. not to current standards, extensive project. Address all ADA features in Lee Vining and Bridgeport.

Shoulders all way up US 6? *In works to get to 6'.* Culverts, drainage? Yes.

B. Activities in Mono County & pertinent statewide information: Discussed earlier.

9. QUARTERLY REPORTS

A. Town of Mammoth Lakes: Haislip Hayes. Lighting on Main Street? *Yes. Wait till spring to complete sidewalk project.* Wentworth noted Town Council will work with Caltrans

B. Mono County: Garrett Higerd spoke earlier of CIP (Capital Improvement Program). Now with SB 1 funding, analyzing how using funding sources for which projects. Tracking all together through road CIP. Working on bridge replacement project at Summers Valley, weathered steel. Caltrans has other standards for guardrail. Design to bring onto national bridge inventory, low maintenance long term.

Wentworth cited opportunities tied to recreation.

C. Caltrans: Bryan Winzenread. Stump requested separate email that carves out Mono County pieces: two US 6 projects, US 395 south of Tom's Place, Conway. Finished projects not needed. Separate out for each district.

Chalfant turn lane? *West Minaret shown, not so much for Chalfant.*

Walker project? *Contractor charged for delays. Liquidated damages of several hundred thousands of dollars. Wrapping up last-minute tasks for full requirement of contract. Caltrans can't direct operation, but encouraged timely completion. Damages assessed daily now.* Peters stated Antelope Valley would like recap of what happened.

Brine de-icing treatment? *Reduces amount of brine salts, cinders. During storm reduces amount of chemicals. Storms kept coming, Caltrans tried to clean up for next storm, and brine fell to wayside.*

10. INFORMATIONAL

A. Freight corridor letter: Le Francois indicated Inyo already got designation, so letter is moot. Maybe North Conway passing lanes, but still MOU projects as well.

B. SB 1 grants awarded: Around \$200,000 Town planning grant for General Plan update along with climate change adaptation. No general time frame for entire General Plan.

Wentworth noted new guidelines from State on general plan updates.

Dermody cited sustainable communities grant to Inyo. Multi-modal options, connectivity, etc.

Stump indicated Mammoth has San Francisco FAA, Bishop has Los Angeles FAA. Watched Inyo; wanted somebody else to do everything for them. Saw benign neglect for years. Need to provide contribution, not bounce it back to Mono. Wentworth noted [City of] Bishop is now taking a look.

Holler cited \$158,000 grant, in-kind match.

11. UPCOMING AGENDA ITEMS: 1) county line adjustments, lane miles for Caltrans and Mono; 2) federal transportation bill with rural focus; 3) deer/wildlife crossing/airport fence; 4) patina guardrail standards; 5) election? check bylaws; 5) State projects???

12. ADJOURN at 11:58 am to January 8, 2018

Prepared by CD Ritter, LTC secretary

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SPECIAL MEETING DRAFT MINUTES

January 29, 2018

COUNTY COMMISSIONERS: Fred Stump, Stacy Corless teleconference from Denver, Leslie Chapman for John Peters

TOWN COMMISSIONERS: Sandy Hogan, John Wentworth, Shields Richardson

COUNTY STAFF: Gerry Le Francois, Wendy Sugimura, Michael Draper, Garrett Higerd, CD Ritter

TOWN STAFF: Grady Dutton

CALTRANS: Ryan Dermody, Austin West

ESTA: John Helm

1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice-Chair John Wentworth called the meeting to order at 9:07 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes. Attendees recited pledge of allegiance to flag.
2. **PUBLIC COMMENT:** Garrett Higerd updated ATP project for Bridgeport Main Street. Mono applied several times for grant to further planning work, including crossing at School Street and sidewalk improvements. Caltrans has SB 1 funding, BOS declined funding. Project not going away, coming back in 2023.
3. **MINUTES:** Continue approval of minutes of December 11, 2017, to March 12, 2018.
4. **WELCOME TO STACY CORLESS, NEW COMMISSIONER:** Unlikely to see Commissioner Larry Johnston again, in hospice care. Corless participated by teleconference from Denver.
5. **ELECTION OF CHAIR (Town) & VICE-CHAIR (County):** Wentworth as chair (*Hogan/Stump. Ayes: Unanimous*). Corless as vice-chair (*Stump/Richardson. Ayes: Unanimous.*).
6. **COMMISSIONER REPORTS:** **Chapman:** No report. **Corless:** No report. **Stump:** Attended half of FAA airport tour, in Bishop. High-level staff, quality input. Lot of work to do at both airports. Recognize Commissioner Johnston's service, presentation when Karen returns from hospice in Davis. **AGENDA.** Request Karen's presence or at her home. Note from District 9 on contributions over years, engaged and thorough. Hogan recalled Johnston served as planner at Mono, private consultant to Town. Dermody: Visionary, ahead of his time. Plans came to fruition now. **Richardson:** Attended both FAA meetings, well attended by all partners. Great discussion, everyone's input. FAA appreciated partners consulting to find solution. Open to recommendation. FAA wants to be involved up here. First time director visited, won't be last. **Hogan:** YARTS AAC (Authority Advisory Committee) elected Candy O'Donnell-Brown to replace Danna Stroud. **Wentworth:** Served on statewide climate change panel at Office of Planning & Research, only elected on board. Went to SNC leadership forum. State transit federal opportunities. Met with USDA, money to rural CA for housing, broadband. Political emphasis. Retailers show in Denver, partnership with USFS, connectivity to get resources.
7. **APPOINT CO-EXECUTIVE DIRECTORS:** After Scott Burns retired, Wendy Sugimura named interim CDD director.
MOTION: Appoint co-executive directors Grady Dutton and Gerry Le Francois. (*Stump/Richardson. Ayes: Unanimous.*)
8. **LOCAL TRANSPORTATION**
 - A. **County line adjustments with Inyo & Madera counties:** Leslie Chapman stated staff looking into it, BOS wanted Madera to forego some of its land, people recreate from Mono side, no public safety action from Madera. MOU indicates Mono responds to incidents. Last summer, took six hours to rescue person with broken leg at Rainbow Falls. To change county line, Governor establishes commission, public process, couple resolutions.

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

Already started, met with Madera last week. Two county counsels working on first resolution. Proposed list of commissioners on committee: two Madera, two Mono, one from elsewhere. After boundary change by Secretary of State, change boundary description of two counties.

Wentworth noted Town has FLAP grant to Reds Meadow Road, commended initiative, wants to support, get information. Chapman mentioned rough preliminary map from BOS. Corless stated line follows boundary of Mammoth Ranger District.

- B. **Deer/wildlife crossing/airport fence:** Grady Dutton started process for fence in past. Get USFS and FAA together.

Hogan brought up public meetings to voice objections of deer encountering fence, going back across highway. USFS still scoping? Sugimura noted subcommittee didn't meet in December, needed funding. Identify funding before meet again.

Hogan touted Nevada's wonderful wildlife crossings. Funding is definitely an issue.

Wentworth stated FAA strongly recommends fence, USFS also involved. NEPA by FAA. Bring back to LTC, could wait many years for crossing.

Hogan contrasted CDFW, which cares about deer, with Caltrans, which cares about highway.

Stump indicated he talked with FAA about fence, communicating further with Caltrans on fence issue.

- C. **Green Creek Bridge:** Gerry Le Francois noted RSTP dollars to LTC. Four projects previously recommended. Asking Green Creek unspent RSTP funds to backfill cost increases.

Garrett Higerd cited total match \$170,000. Looking at whatever revenue is available from RSTP. In past, Town and Mono collaborated, trade off. Amount usually \$130,000-\$140,000. Next allocation unknown, could be higher. Add this project to list. Town is aware.

Stump stated bridge destroyed by heavy runoff, main arterial for recreation, ranchers, Bridgeport economy.

Traffic study at McFlex? Sugimura indicated different source of funding.

Bridgeport ranger consulted on maintenance? Higerd noted Mono-maintained facility on portion of road on private land. Coordinated with all involved parties.

- D. **OWP amendment:** Gerry Le Francois noted first budget adjustment to OWP. Shift funds around. Help fund update to Town's traffic model for McFlex property. Would facilitate that review.

Wentworth thought facility could be candidate for significant funding resources to support this project. Stump favored data set that would benefit Town and Mono.

MOTION: Approve minute order M18-02 for OWP amendment between Work Elements WE 700-12-0 & WE 900-12-0 (*Stump/Hogan. Ayes: Unanimous.*)

- E. **CTC South State hearing:** Gerry Le Francois noted Courtney Smith from Inyo attended as well. CTC appreciative, enjoyed visit here. Inyo LTC in negative share balance of \$20 million. Kern COG talked about Freeman Gulch-1, thanked Inyo and Mono. 60% contribution to state projects. Kern COG on SR 58 and Bakersfield Centennial Bypass. MOUs need renewal 2022. Dermody confirmed another STIP cycle in 2020.

Wentworth eyed transportation in future. Get resources to combine with Digital-395. Climate change at top of policy initiative with State.

Le Francois cited Cambridge Systems on truck movement.

- F. **Scenic Byway:** Le Francois introduced Amanda Benbow, who has been following up on extension of grant from few years ago. Outlined chapters of Corridor Management Plan. Stump wanted to include things already being done, like geothermal trail, and add new things.

Le Francois noted grant that allowed potential infrastructure projects since has gone away. Still move forward with scenic byway.

State scenic byway? Dermody cited State scenic byway designation already. USFS has separate byway. Federal scenic byway. Mono must show project for taking money and doing work.

Stump wanted document to display and be able to update. Benbow noted Mono's marketing plan will be included.

Part of state or national? Le Francois stated when federal bill allowed revenue stream for local visitation, first needed state highway designation. Got it in 1990s. Looking at Bodie visitor center, other ideas. If funding stream ever resumes, this would be ready. Tried joint application, but Inyo declined. Town supported, so eligible for projects.

When wrap up? Sugimura noted final invoice by Feb. 20, still in OWP, so could continue to flesh it out.

Wentworth saw useful part of arsenal to enhance partnership with USFS. Living document to further promote partnership with federal agencies. Interest in local partnerships. How reduce carbon footprint. Tie into variety of initiatives to leverage funding and resources.

Who does maintenance? Dermody cited no funding with scenic highway system. Hogan stated USFS moneys going to wildfires.

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

9. **TRANSIT**A. **Eastern Sierra Transit Authority (ESTA)**

1. **List of projects under new State of Good Repair funding program:** John Helm noted new program under SB1 for rehab of transit assets: buses, preventive maintenance, etc. Use this year's funding for preventive maintenance, or operations. Lost some funding for express routes to Mammoth and Lone Pine, combination of population and transit revenues generated. State provides 70% to Mono, 30% to Inyo. Supervisor Gardner noted funding provided under SB 1 has tangible benefits. Recall effort of SB1 under way, so note value provided to us. ESTA in touch with Alterra? Helm indicated not. Goes to Alterra automatically, wouldn't increase funding.

MOTION: Approve authorized agent for State of Good Repair funding program (*Stump/Hogan. Ayes: 5. Abstain: Chapman*)

MOTION: Approve certifications & assurances for State of Good Repair funding program (*Stump/Hogan. Ayes: 5. Abstain: Chapman.*)

MOTION: Approve Resolution R18-001 authorizing execution of certifications & assurances for California State of Good Repair funding program for FY 2017-18 (*Stump/Hogan. Ayes: 5. Abstain: Chapman.*)

2. **Quarterly operating statistics:** John Helm distributed revised version. Ridership down 17%, reflective of Mammoth services in Nov/Dec due to light snowfall, decreased visitation. Fares up nearly 10% on 395 routes, more days, more passengers, more revenue, particularly Reno. Farebox return systemwide meets 100%. Most of Mono services fare-free, so farebox not as significant. All Inyo services charge fare. Last two weekends were barnburners, extra buses to address volume.

Fifth day in Walker have neg impact on statistics? *Usually when service expands, overall drop. Ridership on fifth day matched other four days.* Stump saw investment as worthwhile, should continue.

Ridership correlation with weather? *Yes, year-round.*

Deal with State on financing of system? *Yes.*

Helm indicated recruitment for executive director going live today, deadline March 2, ESTA board interviews end of March. Helm's final date? *May 1.*

B. **Yosemite Area Regional Transportation System (YARTS):** Michael Draper and Sandy Hogan attended meeting, no quorum to approve requested action items. New money with STA funds \$3,353 to bank for updates on bus cameras. STA/Public Utilities Commission funds \$7,089. Short-term transit planning under way. Awarded project to LSC in Tahoe region. Mono requested to participate, as only West Side is included.

Hogan: Meetings here in summer. Short-range transit is big deal, LSC. Record year, builds every year. Funding for three days when NPS open, needed to add buses. New superintendent. Tuolumne project ongoing, YARTS funded by NPS.

Helm cited YARTS as only route to get from Reds to Tuolumne.

Hogan noted Fresno route state funded, cut in half last year.

Corless stated YARTS added some gateway counties as voting members: Madera, Tuolumne. Online reservation system nearly 17,000 in first year out of 34,000 ticketed passengers. 90+ countries, 2000 summer reservations for 2018. Ten "service days" include Fourth of July and National Public Lands Day in September.

Tuolumne include AAC? *Quorum problems.*

Dermody noted Mike Reynolds at Death Valley, but Michael Reynolds at Yosemite.

Walk/bike/ride meetings on transit hubs, climate change. Kathleen Morse at meeting in Mammoth. Add Wi-Fi?

10. **ADMINISTRATION:** No items.

11. **CALTRANS**

A. **Natina finish on guardrails:** Statewide standards include guardrail. Narrow ability to do stuff, but Natina steel stain is only thing can do. Crestview has it, orange weathered. Will use Natina on Conway replacement project. Done at factory, or at Caltrans.

Higerd: Looking into it for bridge project. Still working out cost implications and application. Can apply on site, but not preferred by manufacturer.

Retrofit instead of new guardrail? Even if not perfect, start on continuity.

B. **Lane miles for Caltrans & Mono County:** Caltrans has 2,500 lane miles, 768 in Mono. Public Works has 200 mi paved roads, 500 mi dirt.

Le Francois referred to potential infrastructure funding.

USFS roads? Higerd cited mostly dirt roads on federal land, some paved as well (Rock Creek, Convict). Town has 104 land miles. (two lane road = x2)

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

Stump attended airport tour at Bishop, lateral cracking. Higerd stated airport runways don't compare due to asphalt thickness. \$1 million low for airport.

C. Activities in Mono County & pertinent statewide information: Terry Erlwein promoted to Craig Holste's position. *Austin West, announced Moberly will reapply for mobility hub study. Freight study group meeting Jan. 31.*

Stump noted *trucks no longer at Taco Bell, now park along US 6, idling.*

Intelligent transportation systems grants begin around May. Town and Mono involved. Dermody noted need to update 2001 plan.

West described Lee Vining project as comprehensive for all facilities from SR 120 to Cemetery Road. Public engagement against at headquarters. Consultant to take comments on project construction, elements to include. Site visit, RPAC comments. Currently developing origin/destination study update from 2011 for funding purposes. Now useful for local agencies on people movement.

Dermody recalled original studies asked series of questions. Looking at cell phone tracking. Studies every decade. May be a dinosaur now.

Stump noted studies did not capture truck traffic. Reno expects 350,000 population due to increased business. Discouraging to see businesses leaving CA due to policies. Impact is huge. One-month inventory of homes, can't build fast enough.

Wentworth thought study critical for ML. Airport issues part of discussion. Data sets with science behind them, reliable. Visitation key to Mammoth area. Turnaround? *Two years, interim updates.*

12. INFORMATIONAL

A. Support letter for San Bernardino County Transportation Authority: Gerry Le Francois noted LTC has unfunded MOU Adelanto to Kramer Junction, competitive process under SB1. San Bernardino looking at stretch. Mono dedicated \$2 million to planning. See how much was accomplished before funding ceased.

13. **UPCOMING AGENDA ITEMS:** 1) Commissioner Johnston appreciation; 2) resolution for Scott Burns; 3) winter debrief; 4) ESTA audit; 5) traffic counts; 6) walk/bike/ride; 7) partnership with federal agencies

14. **ADJOURN** at 11:22 a.m. to March 12, 2018 *(no February meeting)*

Prepared by CD Ritter, LTC secretary

COMMISSIONERS

Stacy Corless Sandy Hogan John Peters Shields Richardson Fred Stump John Wentworth

Mono County Local Transportation Commission

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

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

LTC Staff Report

March 12, 2018

FROM: Gerry Le Francois, Principal Planner

SUBJECT: Proposition 68: California Clean Water & Safe Parks Act

RECOMMENDATIONS

Discuss & consider endorsement for Proposition 68 California Clean Water & Safe Parks Act. Provide any desired direction to staff.

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

Most likely a condition of future grant funding.

RTP / RTIP CONSISTENCY

None at this time.

DISCUSSION:

Requested by Commissioner Wentworth, the Clean Water and Safe Parks Act, Proposition 68, is a general obligation bond that invests \$4 billion in the coming years to address some of California's most important water, park, and natural resource needs. The State Legislature passed the California Clean Water & Parks Act (SB5) with bipartisan support, and it will appear on the June 5 statewide ballot.

ATTACHMENT

- Proposition 68 information



**BROAD
COALITION
SUPPORT
FOR YES ON 68**



The Act is supported by a broad, bipartisan coalition of conservation groups, local park advocates, water experts, and business organizations, that all care about the critical impact of water and parks on our health, economy, and California's way of life.

Yes on 68: **THE CALIFORNIA CLEAN WATER & SAFE PARKS ACT**



In Uncertain Times, California Must Lead the Way.

OUR STATE is facing frequent and severe droughts, wildfires, the impacts of climate change, and a lack of support from the federal government to protect our water and natural areas. Now more than ever,

California must take responsibility to protect our own unique natural resources and ensure every Californian has access to clean drinking water and safe places for kids to play.

PROPOSITION 68, THE CLEAN WATER AND SAFE PARKS ACT is a general obligation bond that invests \$4 billion in the coming years to address some of California's most important water, park, and natural resource needs. The state legislature passed the California Clean Water & Parks Act (SB5) with bipartisan support, and it will appear on the June statewide ballot.



ENSURING CLEAN DRINKING WATER. SECURING FUTURE WATER SUPPLIES.

Proposition 68 will help keep toxic pollutants out of our water supplies, clean up groundwater, and protect land around the rivers, lakes, and streams that are the sources of our drinking water.



PREPARING CALIFORNIA FOR THE NEXT DROUGHT. USING LOCAL WATER

MORE EFFICIENTLY. Proposition 68 will help California deal with droughts and wildfires that could become more frequent and severe with climate change. It takes a smart, efficient approach to ensure clean, safe drinking water—capturing and recycling more water locally, and making local water systems more effective with proven cost-saving solutions.



CLEAN WATER FOR EVERY COMMUNITY. SAFE PARKS FOR EVERY CHILD.

Today, there are underserved communities in California where families cannot turn on the tap and get safe water to drink. And many communities lack parks and safe places for kids to play and grow. Prop 68 addresses these inequities by cleaning up contaminated local water supplies and making important investments in neighborhood parks in underserved areas.

This June, Californians can help to ensure clean, safe drinking water and protect natural resources in uncertain times.

Yes on 68:
**THE CALIFORNIA
CLEAN WATER
& SAFE PARKS ACT**

Protecting What Matters.
Preparing for the Future.

Paid for by Californians for Clean Water and Safe Parks, sponsored by Conservation Groups. Committee major funding from Committee for Clean Water Natural Resources and Parks, Yes on Proposition 68, Conservation Action Fund for clean water and parks, sponsored by environmental organizations and The Nature Conservancy.

Yes on 68: THE CALIFORNIA CLEAN WATER & SAFE PARKS ACT

Open Space and Conservation

PROPOSITION 68 is a general obligation bond that invests \$4 billion in the coming years to address some of California's most critical water and natural resource needs. The state legislature passed the California Clean Water & Safe Parks Act (SB5) with bipartisan support and it will appear on the June 5, 2018 statewide ballot.

Prop 68 includes critical investments that protect and provide access to our open spaces, coast, forests and other natural areas where families hike, camp, swim and play. The Clean Water and Safe Parks Act specifically addresses the impact of climate change on our lands, water, and shoreline. It also addresses a lack of access to parks, open space and clean water for underserved communities.

SPECIFIC INVESTMENTS INCLUDE:

- + \$218 million to restore, repair, protect and improve California State Parks
- + \$180 million to state conservancies working to protect and restore California's natural resources
- + \$162 million for river parkways and stream restoration

\$137 Million To The Wildlife Conservation Board, Including:

- + \$5 million for regional conservation investment strategies
- + \$52 million for Natural Community Conservation Plan projects
- + \$10 million to the UC Natural Reserve System

\$450 Million to Protect and Restore Habitats, Repair and Improve Fish and Wildlife Areas, and Restore The Salton Sea:

- + \$200 million to implement habitat restoration in natural areas
- + \$50 million to fix the backlog on repairs and improvements to state fish and wildlife areas
- + \$200 million to restore the Salton Sea and prevent toxic air pollution

State Conservancy Funding:

- + \$6 million for the Baldwin Hills Conservancy
- + \$27 million for the California Tahoe Conservancy
- + \$7 million for the Coachella Mountains Conservancy
- + \$12 million for the Sacramento-San Joaquin Delta Conservancy
- + \$12 million for the San Diego River Conservancy
- + \$30 million for the Lower Los Angeles River and Mountains Conservancy
- + \$6 million for the San Joaquin River Conservancy
- + \$30 million for the Santa Monica Mountains Conservancy
- + \$30 million for the Sierra Nevada Conservancy
- + \$20 million for the State Coastal Conservancy

River Parkway and Stream Restoration and Conservation:

- + \$37.5 million for the Santa Monica Mountains Conservancy
- + \$37.5 million for the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
- + \$16 million for the Santa Ana River Conservancy Program
- + \$10 million for the Lower American River Conservancy Program
- + \$3 million for the Los Gatos Creek and Guadalupe River
- + \$3 million for the Russian River
- + \$10 million for a parkway along the Santa Margarita River
- + \$5 million for Clear Lake
- + \$10 million for the River Parkway Act of 2004
- + \$10 million for the Urban Streams Restoration Program to the Department of Water Resources
- + \$20 million for a parkway along the Los Angeles River

Paid for by Californians for Clean Water and Safe Parks, sponsored by Conservation Groups. Committee major funding from Committee for Clean Water Natural Resources and Parks, Yes on Proposition 68, Conservation Action Fund for clean water and parks, sponsored by environmental organizations and The Nature Conservancy.

Yes on 68:
**THE CALIFORNIA
CLEAN WATER
& SAFE PARKS ACT**

Fire, Flood and Natural
Resource Protection

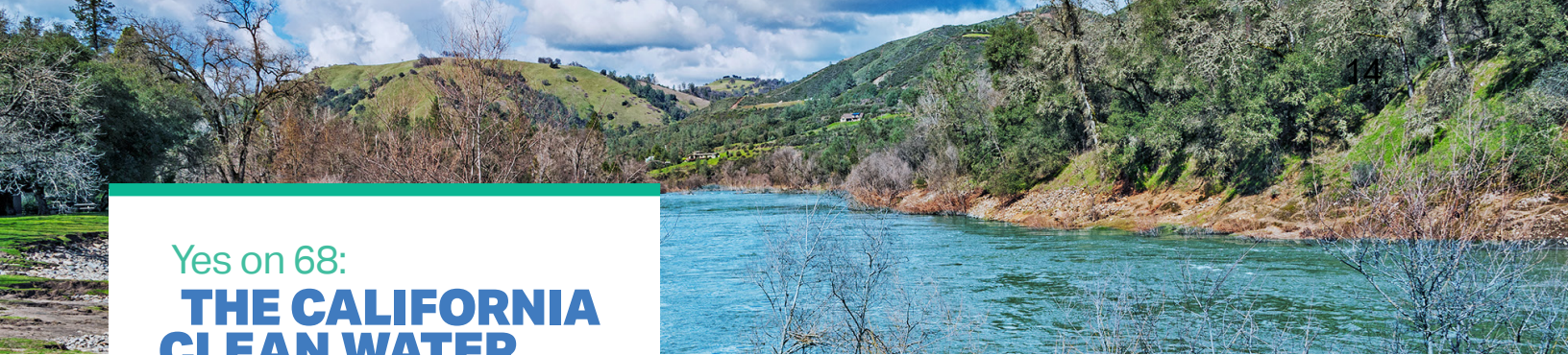
PROPOSITION 68 is a general obligation bond that invests \$4 billion in the coming years to address some of California's most critical water and natural resource needs. The state legislature passed the California Clean Water & Safe Parks Act (SB5) with bipartisan support and it will appear on the June statewide ballot.

At a time when California faces more frequent and severe droughts, damaging wildfires, floods and the impacts of climate change, Prop 68 invests in safeguarding our natural resources and preparing for future challenges and natural disasters.

SPECIFIC INVESTMENTS INCLUDE:

- + \$350 million for flood protection
- + \$290 million for drought and groundwater investments to achieve regional water sustainability
- + \$100 million for stormwater, mudslide, and other flash-flood protections
- + \$100 million for urban flood protection projects
- + \$50 million for forest restoration, fire protection and management for wildfire and climate change, including at least \$16.5 million for urban forestry projects
- + \$175 million for coastal and ocean resource protection of beaches, bays, wetlands, lagoons and coastal watersheds and wildlife areas
- + \$90 million for improving resilience to climate change through innovative farm practices, restoring natural resources and building green infrastructure
- + \$200 million to implement habitat restoration

Paid for by Californians for Clean Water and Safe Parks, sponsored by Conservation Groups. Committee major funding from Committee for Clean Water Natural Resources and Parks, Yes on Proposition 68, Conservation Action Fund for clean water and parks, sponsored by environmental organizations and The Nature Conservancy.



Yes on 68:

THE CALIFORNIA CLEAN WATER & SAFE PARKS ACT

Clean, Safe Drinking Water

PROPOSITION 68 is a general obligation bond that invests \$4 billion in the coming years to address some of California's most critical water and natural resource needs. The state legislature passed the California Clean Water & Safe Parks Act (SB5) with bipartisan support and it will appear on the June statewide ballot.

Prop 68 makes critical investments to protect our water quality and supplies. It takes a smart efficient approach—investing in capturing and recycling more water locally, cleaning up groundwater that was severely damaged in the last drought, and protecting the land, rivers, lakes and streams that are the sources of our drinking water.

The Association of California Water Agencies (ACWA) and a growing number of local water agencies have endorsed the legislation and upcoming public vote.

SPECIFIC INVESTMENTS INCLUDE:

- + \$290 million for regional water sustainability, including \$50 million for groundwater sustainability planning
- + \$250 million for clean, safe drinking water and drought preparedness
- + \$80 million to prevent and reduce the pollution of groundwater
- + \$100 million for stormwater-related protections, and \$100 million for competitive grants to address urban flooding, including stormwater capture and reuse
- + \$20 million to help farms and agricultural operations implement irrigation systems that save water
- + \$80 million to enhance water supplies by recycling water
- + \$60 million for upper watersheds protection in the Sierra Nevada and Cascades

Paid for by Californians for Clean Water and Safe Parks, sponsored by Conservation Groups. Committee major funding from Committee for Clean Water Natural Resources and Parks, Yes on Proposition 68, Conservation Action Fund for clean water and parks, sponsored by environmental organizations and The Nature Conservancy.

THE CALIFORNIA CLEAN WATER & SAFE PARKS ACT

PROTECTING WHAT MATTERS. PREPARING FOR THE FUTURE.



Ensuring Clean Drinking Water

- + Cleans up and protects our drinking water supplies
- + Protects streams and rivers that provide drinking water from pollution



Safe Parks for Every Child

- + Improves the safety of neighborhood parks throughout California
- + Helps ensure every California community has access to quality parks



Preparing for the Next Drought

- + Smart, proven, efficient solutions to secure future water supplies
- + Restores groundwater, which was severely drained in the last drought



Protecting Our Coastline and Natural Areas

- + Increases access to our coast and beaches
- + Restores and protects our natural areas and implements wildfire protection measures



Helping Communities That Lack Clean Water

- + Keeps toxic pollution out of our drinking water
- + Provides safe drinking water to communities with contaminated water



Increasing Local Water Supplies

- + Cleans up groundwater and funds water recycling projects
- + Captures more stormwater and prevents flooding

THE CALIFORNIA CLEAN WATER & SAFE PARKS ACT Investment Priorities

ENSURING CLEAN DRINKING WATER

- + \$250 million for clean drinking water and drought preparedness
- + \$80 million for groundwater cleanup
- + \$290 million for regional water sustainability, including \$50 million for groundwater sustainability planning
- + \$100 million to enhance water supplies by recycling water and helping farms conserve water

PROTECTING LOCAL COMMUNITIES FROM FLOOD

- + \$550 million for flood protection and repair, including \$350 million for flood protection, \$100 million for stormwater, mudslide, and other flood-related protections, and \$100 million for urban multibenefit flood projects

PROTECTING CALIFORNIA'S RIVERS, LAKES AND STREAMS

- + \$162 million for river parkways and urban streams restoration
- + \$30 million to connect habitat areas, including \$10 million for the California Waterfowl Habitat Program
- + \$25 million to restore rivers and streams in support of fisheries and wildlife, including \$5 million for salmon and steelhead projects in Klamath-Trinity watershed
- + \$60 million to improve wildlife and fish passage, including \$30 million for Southern California steelhead habitat
- + \$60 million for upper watersheds protection in the Sierra Nevada and Cascades
- + \$30 million to improve conditions for fish and wildlife in streams

PROTECTING COAST, BEACHES, BAYS, AND OCEANS

- + \$175 million for coastal and ocean resource protection of beaches, bays, wetlands, lagoons, and coastal watersheds and wildlife areas
- + \$40 million to assist coastal communities in adapting to climate change
- + \$20 million for San Francisco Bay restoration

SAFE PARKS FOR EVERY CHILD

- + \$725 million for parks in neighborhoods with the greatest need
- + \$285 million to cities, counties, and local park and open space districts to make local parks safer and improve facilities
- + \$218 million to repair and improve state parks

IMPROVING RESILIENCE TO CLIMATE CHANGE

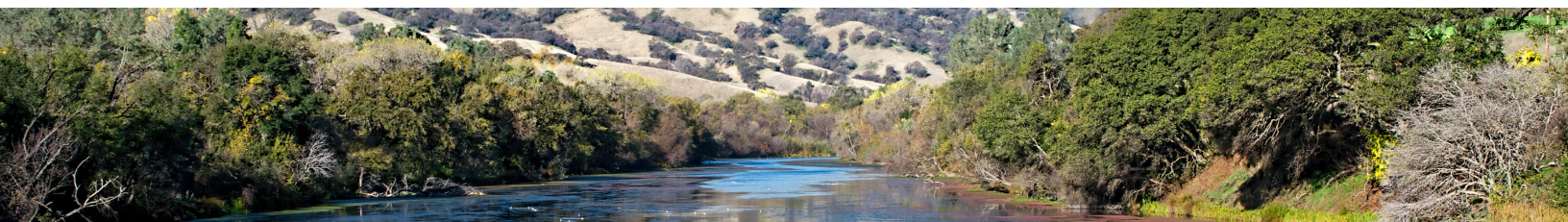
- + \$30 million for innovative farm practices that improve climate resilience
- + \$50 million for forest restoration, fire protection and management for wildfire and climate change
- + \$40 million to restore natural and community resources, including conversion of fossil fuel power plants to green space
- + \$20 million for green infrastructure projects that benefit disadvantaged communities

CONSERVING AND PROTECTING NATURAL AREAS

- + \$160 million to state conservancies, including \$87 million for rivers, lakes and streams, and \$73 million for open green space
- + \$200 million to restore the Salton Sea and prevent toxic air pollution
- + \$137 million to the Wildlife Conservation Board, including \$5 million for regional conservation investment strategies, \$52 million for Natural Community Conservation Plan projects, and up to \$10 million to the UC Natural Reserve System
- + \$200 million to implement habitat restoration
- + \$50 million to repair and improve state fish and wildlife areas

PROMOTING RECREATION AND TOURISM AND SUPPORTING CONSERVATION JOBS


- + \$25 million in grants for rural recreation, tourism and economic enrichment programs
- + \$30 million to improve access to parks, waterways, natural areas, and outdoor recreation areas, including expanding outdoor experiences for disadvantaged youth
- + \$40 million for state and local conservation corps for restoration projects and equipment
- + \$18 million for wildlife and land conservation



Paid for by Californians for Clean Water and Safe Parks, sponsored by Conservation Groups. Committee major funding from
The Nature Conservancy

Conservation Action Fund for clean water and parks, sponsored by environmental organizations
Committee for Clean Water Natural Resources and Parks

Californians for Clean Water and Safe Parks Endorsement Form

 Please list me/my organization/company as a supporter of the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. This measure includes much needed investments to create and improve parks in urban communities; protect and restore natural resources; and improve California's flood protection system. These investments will benefit communities all across California by improving public health and environmental protection and bringing jobs to urban and rural communities.

Please select a category: Organization Company Individual

**Be sure to indicate whether you are signing up on behalf of your organization/company or if you would like to be listed as an individual supporter.*

Please complete the following information:

Company or Organization Name/Employer

Name Title/Occupation

Street address

City State Zip County

Phone number Mobile number

E-mail Address

Signature (Required) Date

I/We can help Californians for Clean Water and Safe Parks in the following ways:

- Inform and recruit others (e.g., communicate with my personal and professional networks, volunteer/speak at local events)
- Participate in media activities (e.g., write an opinion editorial or letter-to-the-editor)
- Other _____

Please return this completed form to ariel@caleec.com or mail it to 1121 L Street, Suite 309, Sacramento, CA 95814

Mono County Local Transportation Commission

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

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

Staff Report

March 12, 2018

TO: Mono County Local Transportation Commission
FROM: Megan Mahaffey, Fiscal Analyst
SUBJECT: Amendment 02 to Mono County Overall Work Program

RECOMMENDATION

Adopt Amendment 02 to the Mono County Overall Work Program 2017-18. This amendment includes minor adjustments to the language of the OWP as well as budget adjustments based on expenditures made to date and anticipated expenditures for the remainder of the year.

FISCAL IMPLICATIONS

None.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The current OWP was adopted by the Local Transportation Commission on June 12, 2017. Due to the timeline for development, adoption and approval of the OWP with Caltrans, the 2017-18 OWP was drafted and adopted before knowing total expenditures for the 2016-17 OWP work elements. Amendment 01 was adopted in December to include rollover funds from the 2016-17 OWP. Amendment 02 will adjust language of Work Element 201-12-1 Regional Trails and Work Element 903-12-1 Regional Asset Management System. In addition to the language change the budget will be adjusted based on expenditures to date and anticipated expenditures for work to be completed before June 30, 2018.

ATTACHMENTS

- FY 2017-18 OWP Amendment 02 Budget Adjustment
- Work Element 201-12-1
- Work Element 903-12-1

FY 2017/18 OWP Preliminary Budget \$ 273,722.44 \$ 81,222.00 \$ 192,500.44
 Budget Adjustment Amendment 02 \$ 43,722.00
RPA Current Budget \$ 270,222.44 \$ 81,222.00 \$ 189,000.44

\$ 270,222.44 Total RPA Adjusted Budget

	RPA			Quarter 1 & 2 Billing			Amendment 02		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 273,722.44	\$ 81,222.00	\$ 192,500.44	\$ 122,491.05	\$ 17,369.78	\$ 105,121.27	\$ -	\$ (3,500.00)	\$ 81,222.00	\$ 189,000.44	\$ 63,852.22	\$ 83,879.17
100-13-0 OWP Administration and Management	\$ 30,000.00	\$ 10,000.00	\$ 20,000.00	\$ 16,569.96	\$ 1,276.41	\$ 15,293.55	\$ (5,000.00)	\$ 10,500.00	\$ 5,000.00	\$ 30,500.00	\$ 3,723.59	\$ 15,206.45
1000-12-0 Transportation Training & Development	\$ 20,000.00	\$ 10,000.00	\$ 10,000.00	\$ 1,727.82		\$ 1,727.82			\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 8,272.18
200-12-0 Regional Transportation Plan	\$ 24,000.00	\$ 14,000.00	\$ 10,000.00	\$ 4,789.60		\$ 4,789.60	\$ (14,000.00)		\$ -	\$ 10,000.00	\$ -	\$ 5,210.40
201-12-1 Regional Trails	\$ 63,722.44	\$ 38,722.00	\$ 25,000.44	\$ 23,700.43	\$ 16,093.37	\$ 7,607.06	\$ 3,000.00	\$ 10,000.00	\$ 41,722.00	\$ 35,000.44	\$ 25,628.63	\$ 27,393.38
202-16-1 Regional Transportation Plan Implementation	\$ 15,000.00		\$ 15,000.00	\$ 15,000.00		\$ 15,000.00		\$ 2,000.00	\$ -	\$ 17,000.00	\$ -	\$ 2,000.00
300-12-0 Regional Transit Planning and Coordination	\$ 2,500.00		\$ 2,500.00	\$ -		\$ -			\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
501-15-0 Airport Planning	\$ 6,500.00	\$ 2,500.00	\$ 4,000.00	\$ 280.49		\$ 280.49			\$ 2,500.00	\$ 4,000.00	\$ 2,500.00	\$ 3,719.51
600-12-0 Regional Transportation Funding	\$ 10,000.00		\$ 10,000.00	\$ 1,025.45		\$ 1,025.45	\$ 1,000.00	\$ (5,000.00)	\$ 1,000.00	\$ 5,000.00	\$ 1,000.00	\$ 3,974.55
601-11-0 395 Corridor Management Plan	\$ 15,000.00		\$ 15,000.00	\$ -		\$ -		\$ (13,000.00)	\$ -	\$ 2,000.00	\$ -	\$ 2,000.00
614-15-0 Alternative Fueling Station Corridor Policy	\$ 5,000.00		\$ 5,000.00	\$ -		\$ -		\$ (4,500.00)	\$ -	\$ 500.00	\$ -	\$ 500.00
615-15-0 Active Transportation Program (ATP)	\$ 4,500.00		\$ 4,500.00	\$ 31.86		\$ 31.86		\$ (3,500.00)	\$ -	\$ 1,000.00	\$ -	\$ 968.14
616-15-0 a Community Emergency Access Route Assessment	\$ 4,500.00		\$ 4,500.00	\$ 196.94		\$ 196.94		\$ (3,000.00)	\$ -	\$ 1,500.00	\$ -	\$ 1,303.06
616-15-0 b Regional Winter Response/ Future Needs Assessment	\$ 2,000.00	\$ 1,000.00	\$ 1,000.00	\$ -		\$ -	\$ (1,000.00)		\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
617-15-0 Community Way-Finding Design Standards	\$ 6,000.00	\$ 5,000.00	\$ 1,000.00	\$ -		\$ -	\$ (5,000.00)		\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
800-12-1 Interregional Transportation Planning	\$ 4,000.00		\$ 4,000.00	\$ 706.06		\$ 706.06	\$ 1,000.00		\$ 1,000.00	\$ 4,000.00	\$ 1,000.00	\$ 3,293.94
804-15-1 Community Traffic Calming & Complete Streets	\$ 1,000.00		\$ 1,000.00	\$ -		\$ -			\$ -	\$ 1,000.00	\$ -	\$ 1,000.00
900-12-0 Planning, Monitoring & Traffic Issues	\$ 5,000.00		\$ 5,000.00	\$ 3,462.44		\$ 3,462.44		\$ 3,000.00	\$ -	\$ 8,000.00	\$ -	\$ 4,537.56
903-12-1 Regional Pavement & Asset Management System	\$ 55,000.00		\$ 55,000.00	\$ 55,000.00		\$ 55,000.00	\$ 20,000.00		\$ 20,000.00	\$ 55,000.00	\$ 20,000.00	\$ -

Max Admin = 25%	\$ 67,555.50
Admin	\$ 30,000.00

FY 2017/18 OWP Preliminary Budget \$ 135,000.00 \$ 67,500.00 \$ 67,500.00
 Budget Adjustment \$ 77,087.00 \$ 77,087.00
PPM Current Budget \$ 212,087.00 \$ 56,000.00 \$ 156,087.00

\$ 212,087.00 Total PPM Adjusted Budget

	PPM Budget			Quarter 1 & 2 Billing			Amendment 02		Adjusted Budget		Remaining Budget	
	Total	Town	County	Total	Town	County	Town	County	Town	County	Town	County
Total	\$ 212,087.00	\$ 43,000.00	\$ 169,087.00	\$ 29,534.62	\$ 8,867.15	\$ 20,667.47	\$ (7,000.00)	\$ (29,862.88)	\$ 56,000.00	\$ 156,087.00	\$ 36,000.00	\$ 120,556.65
201-12-1 Regional Trails	\$ 8,000.00	\$ 5,000.00	\$ 3,000.00	\$ 73.65	\$ 73.65	\$ -	\$ 15,000.00	\$ 11,862.88	\$ 20,000.00	\$ 14,862.88	\$ 19,926.35	\$ 14,862.88
501-15-0 Airport Planning	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ -		\$ -			\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
600-12-0 Regional Transportation Funding	\$ -		\$ -	\$ -		\$ -	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
615-15-0 Active Transportation Program (ATP)	\$ 5,000.00		\$ 5,000.00	\$ -		\$ -			\$ -	\$ 5,000.00	\$ -	\$ 5,000.00
700-12-0 Regional Project Study Reports	\$ 80,000.00	\$ 10,000.00	\$ 70,000.00	\$ 137.12		\$ 137.12		\$ (69,862.88)	\$ 10,000.00	\$ 137.12	\$ 10,000.00	\$ (0.00)
701-12-1 Regional Transportation Improvement	\$ 3,000.00		\$ 3,000.00	\$ 2,109.19		\$ 2,109.19			\$ -	\$ 3,000.00	\$ -	\$ 890.81
800-12-1 Interregional Transportation Planning	\$ 2,000.00		\$ 2,000.00	\$ 2,000.00		\$ 2,000.00			\$ -	\$ 2,000.00	\$ -	\$ -
Mammoth Lakes Air Quality monitoring and planning	\$ 500.00	\$ 500.00	\$ -	\$ 198.73	\$ 198.73	\$ -			\$ 500.00	\$ -	\$ 301.27	\$ -
900-12-0 Planning, Monitoring & Traffic Issues	\$ 15,000.00	\$ 10,000.00	\$ 5,000.00	\$ 712.10	\$ 712.10	\$ -	\$ (7,000.00)	\$ 40,000.00	\$ 3,000.00	\$ 45,000.00	\$ 2,287.90	\$ 45,000.00
902-12-2 Regional Transportation Data Collection	\$ 12,500.00	\$ 10,000.00	\$ 2,500.00	\$ 4,882.67	\$ 4,882.67	\$ -			\$ 10,000.00	\$ 2,500.00	\$ 5,117.33	\$ 2,500.00
903-12-1 Regional Pavement & Asset Management System	\$ 77,087.00	\$ 3,000.00	\$ 74,087.00	\$ 19,421.16	\$ 3,000.00	\$ 16,421.16			\$ 3,000.00	\$ 74,087.00	\$ -	\$ 57,665.84
908-14-1 Regional Maintenance MOU	\$ 4,000.00	\$ 2,000.00	\$ 2,000.00	\$ -		\$ -			\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00

WORK ELEMENT 201-12-1**REGIONAL TRAILS****OBJECTIVE**

The goal of this Work Element is to develop, analyze and coordinate trail alignments throughout Mono County and the Town of Mammoth Lakes for Project Study Reports (PSR) or Project Initiation Documents (PID) equivalent documents for trails projects.

DISCUSSION⁶⁶⁰

This work element will allow for the collection of GIS mapping and community level trail alignments to develop data for Project Study Reports (PSR) or Project Initiation Documents (PID) for trails projects. The trails will be incorporated into GIS base mapping, for the development and maintenance of a Web Application for the trails system. No Project Study Reports (PSRs) or Project Initiation Documents (PIDs) will be paid for with this activity. Implementation of a study or plan is an ineligible use of transportation planning funds.

PREVIOUS WORK

This work element was created because we recognized a need for regional planning for trails specifically for incorporation into the Regional Transportation Plan. Collaborative working relationships have been created between agencies and departments. Community level trail planning. Preliminary work on the Down Canyon trail was started and will continue in support of a PID. No alignments have been made at this time.

WORK ACTIVITY

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Agency collaboration for trails planning and multi-modal accessibility	County/Town	Ongoing
2.	Develop trails plans/concepts for trail system components county – wide.	County/Town	Ongoing
3.	Parking data collection and analysis	County/Town	Ongoing
4.	Investigate and identify funding sources for Trail projects	County/Town	Ongoing
5.	GIS Base mapping - inclusion of trails	County/Town	Ongoing
6.	Web Application Development for trails system	County/Town	Ongoing
7.	Trail Counter Data Management	County/Town	Ongoing
8.	Evaluate Sidewalk segments for completion, curb extensions & ped-activated flashing lights for crosswalks for priority communities	County/Town	Ongoing
9.	Interregional trail coordination. Work with BLM, USFS & other agencies to ensure cohesive trail planning	County/Town	Ongoing
10.	Development/refinement of Regional Trails plan	County/Town	Ongoing
11.	<u>Economic Impact Analysis</u>	<u>County/Town</u>	<u>Ongoing</u>
12.	<u>User demand and destination/origen Studies</u>	<u>County/Town</u>	<u>Ongoing</u>
13.	Trailhead development studies	County/Town	Ongoing

END PRODUCTS

- Trail alignments and trailheads for future Project Study Reports and Project Initiation Documents
- Trail user counts and studies
- Economic impact analysis

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	<u>41,722</u>	<u>35,000</u>	<u>76,722</u>
PPM FUNDING	<u>20,000</u>	14,863	34,863
TOTAL FUNDING			111,585

WORK ELEMENT 903-12-1**REGIONAL ~~PAVEMENT AND~~ ASSET MANAGEMENT SYSTEM****OBJECTIVE**

The purpose of this Work Element is to develop and maintain a GIS-based Infrastructure Pavement and Asset Management Program and associated data sets for County- and Town-maintained roads and transportation systems.

DISCUSSION

This work element covers staff time necessary to continually develop and maintain an inventory of Right-of-Way, encroachments, and current assets in order to have the best possible data for current and future projects. Data from the program will be used to prioritize projects for Project Study Report development and programming in future STIPs. An effort will be made to include traffic accident reports for car collisions as well as wildlife collisions. The primary objectives of the PMS are to:

- Catalog and report all transportation related infrastructure including current pavement condition information,
- Provide data for development and maintenance of long-range road maintenance/upgrade plan
- Analyze effectiveness and longevity of pavement maintenance techniques,
- Provide reports to plan future maintenance in a cost effective matter,
- Provide reports that allow for most cost effective use of rehab dollars, and
- Integrate finding into existing plans such as the five-year Capital Improvement Plan and the Transportation Asset Management Plan

MAP-21/FAST ACT performance measures for rurals are optional now – but consider the points below.

PREVIOUS WORK

In FY 2013 Mono County developed a GIS-based Pavement Management System to help inventory and track pavement conditions across all County-maintained roads and help prioritize future treatment measures. TOML is now in monitoring mode. Mono County is still in planning stage.

WORK ACTIVITY

- Consider adding data sources like Statewide Integrated Traffic Records System (SWITRS) to County road management
- Work with Mono County Sheriff's office to track local traffic collisions/property damage that may not be reported by law enforcement
- Continue to develop data collection and management frameworks which support multi-year field surveys and the associated long-term need for management of data

	WORK ACTIVITY	Agency providing work	Estimated Completion Date
1.	Develop & maintain GIS inventory of Right-of-Way for County & Town roads	County, Town	Ongoing
2.	Develop & maintain pavement condition index data	County, Town	Ongoing
3.	Develop & maintain transportation asset data	County, Town	Ongoing
4.	Data collection & maintenance program	County, Town	Ongoing
5.	Data collection of accident reports	County, Town	Ongoing

END PRODUCT

- ROW & road centerline inventory
- Pavement condition information & reports
- Up-to-date assessment of transportation assets; reports
- Data; field collection program
- Data & reports

ONGOING TASK

This is an ongoing work element.

FUNDING SOURCE

RPA & PPM

	<u>TOWN</u>	<u>COUNTY</u>	<u>TOTAL</u>
2017-18 RPA	<u>20,000</u>	55,000	55,000
PPM FUNDING	<u>20,000</u>	<u>14,863</u>	50,000
TOTAL FUNDING			105,000

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

Staff Report

March 12, 2018

TO: Mono County Local Transportation Commission

FROM: Megan Mahaffey, Fiscal Analyst

SUBJECT: 2018-19 Overall Work Program (OWP) schedule of adoption

RECOMMENDATION

Provide direction to staff on current OWP and any requested changes to 2018-19 OWP

FISCAL IMPLICATIONS

None at this time.

ENVIRONMENTAL COMPLIANCE

N/A

DISCUSSION

The Mono County Overall Work Program 2018-19 draft will be prepared by Local Transportation Commission staff with help from staff of Mono County and Town of Mammoth Lakes. The OWP reflects a joint work effort between both public entities and contains work elements that are projected to be active from July 1, 2018, to June 30, 2019. Meetings on the 2018-19 OWP have begun and will continue until a final draft is adopted in May and approved by District 9.

Timeline:

- March 1: Latest date to submit draft OWP to district
- May 1: Deadline for formal 2017-18 Amendments
- May 29: Adopted OWP due to Caltrans District 9
- June 30: Final approved and adopted OWP and fully executed OWPA due to Office of Regional & Interagency Planning (ORIP).

ATTACHMENT

- Table of contents for 2018-19 OWP

TABLE OF CONTENTS

Introduction	4
Transportation Goals and Issues	4
Public Participation	5
Tribal Consultation	5
Organization of the Mono County LTC	5
Planning Emphasis Areas under MAP-21/FAST ACT	6
Work Elements 100 – Administration and Management	
Work Element 100-12-0 Overall Work Program Development, Management and Administration	7
Work Elements 200 – Regional Transportation	
Work Element 200-12-0 Regional Transportation Plan	9
Work Element 201-12-1 Regional Trails	11
Work Element 202-16-1 Regional Transportation Plan Implementation	13
Work Elements 300 – Transit	
Work Element 300-12-0 Regional Transit Planning and Coordination	14
Work Elements 500 – Mammoth Yosemite Airport	
Work Element 501-15-0 Airport Planning	15
Work Elements 600 – Community Oriented	
Work Element 600-12-0 Regional Transportation Funding	16
Work Element 601-11-0 395 Corridor Management Plan	17
Work Element 614-15-2 Alternative Fueling Station Corridor Policy	19
Work Element 615-15-0 Active Transportation Program (ATP)	21
Work Element 616-15-0 Community Emergency Access Route Assessment	23
Work Element 617-15-0 Community Way-Finding Design Standards	25
Work Elements 700 – STIP Series Work Elements	
Work Element 700-12-0 Regional Project Study Reports	27
Work Element 701-12-1 Regional Transportation Improvement Program (RTIP) update	28
Work Elements 800 – Interregional	
Work Element 800-12-1 Interregional Transportation Planning	30
Work Element 803-13-1 Mammoth Lakes Air Quality monitoring and planning	32
Work Element 804-15-1 Community Traffic Calming and Complete Streets Design Standards	33
Work Elements 900 – Policy and Maintenance	

*Mono County Overall Work Program
2018-2019*

Work Element 900-12-0 Planning, Monitoring, and Traffic Management Issues	35
Work Element 902-12-2 Regional Transportation Data Collection Equipment	37
Work Element 903-12-1 Regional Pavement and Asset Management System	48
Work Element 908-14-1 Regional Maintenance MOU	40
Work Elements 1000 – Transportation related Training	
Work Element 1000-12-0 Transportation Training and Development	41
Appendix A: RPA Budget Summary	42
Appendix B: PPM Budget Summary	43
Appendix C: List of Plans with dates for update	44

Mono County Local Transportation Commission

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

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

Staff Report

March 12, 2018

FROM: Michael Draper, Mono County CDD Planning Analyst

SUBJECT: Appoint Social Services Transportation Advisory Council (SSTAC) members

RECOMMENDATION

Appoint and/or reappoint the following members to the Social Services Transportation Advisory Council:

<u>Reappoint:</u>	<u>Term Expiration</u>
Mammoth Mountain Ski Area Transportation Designee - TBD	2021
Inyo-Mono Association for the Handicapped - Beth Himelhoch	2021
IMACA – Charles Broten	2021

Appoint:

Patricia Espinosa, Mono County Social Services 2021
Megan Foster has requested Patricia Espinosa take her place. Her term is set to expire as of 2018.

Eastern Sierra Transit Authority Designee, Jon Robertson 2019
Jon Robertson will replace Jill Batchelder, Eastern Sierra Transit Authority, as Jill has discontinued her work with ESTA. The term is set to expire in 2019.

FISCAL IMPLICATIONS: None.

ENVIRONMENTAL COMPLIANCE: N/A

RTP / RTIP CONSISTENCY

The LTC is required to receive input from the SSTAC to fulfill tasks related to the unmet needs hearing process, and SSTAC input is required to fulfill the Citizen Participation Process defined by Public Utilities Code §99238.5.

DISCUSSION

Members of the Social Services Transportation Advisory Council are appointed by the Local Transportation Commission (LTC). The appointees should be recruited from a broad representation of social services and transit providers representing the elderly, disabled, and persons of limited means. In appointing members, the LTC shall strive to attain geographic and minority representation among council members. The membership term is three years, and terms are staggered so that roughly one-third of the memberships are up for renewal or reappointment each year. The membership requirements mandated by Public Utilities Code §99238 is provided in Attachment #1. The current list of SSTAC members is provided in Attachment #2.

ATTACHMENTS

1. Public Utilities Code §99238: Social Services Transportation Advisory Council
2. Current SSTAC Roster (2018-19)

Attachment #1**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL §99238**

Each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county, or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

(a) The social services transportation advisory council shall consist of the following members:

- 1) One representative of potential transit users who is 60 years of age or older.
- 2) One representative of potential transit users who is handicapped.
- 3) Two representatives of the local social services providers for seniors, including one representative of a social services transportation provider, if one exists.
- 4) Two representatives of local social services providers for the handicapped, including one representative of a social services transportation provider, if one exists.
- 5) One representative of a local social services provider for persons of limited means.
- 6) Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- 7) The transportation-planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).

(b) Members of the social services transportation advisory council shall be appointed by the transportation planning agency, which shall recruit candidates for appointment from a broad representation of social services and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation-planning agency shall strive to attain geographic and minority representation among council members. Of the initial appointments to the council, one-third of them shall be for a one-year term, one-third shall be for a two-year term, and one-third shall be for a three-year term. Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year term. The transportation planning agency may, at its discretion, delegate its responsibilities for appointment pursuant to this subdivision to the board of supervisors.

(c) The social services transportation advisory council shall have the following responsibilities:

- 1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- 2) Annually review and recommend action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
- 3) Advise the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

(d) It is the intent of the Legislature that duplicative advisory councils shall not be established where transit advisory councils currently exist and that those existing advisory councils shall, instead, become part of the social services transportation advisory council and shall assume any new responsibilities pursuant to this section.

Proposed 2018-19 Social Services Transportation Advisory Council Roster

Name	Term Exp.	
Molly DesBaillets, Mono County First 5	2019	mdesbaillets@monocoe.org
Jon Robertson, ESTA, CTSA	2019	jrobertson@estransit.org
John Helm, ESTA, CTSA	2019	jhelm@estransit.org
Debbie Diaz, Emergency Preparedness Facilitator, Mono County Public Health	2020	ddiaz@mono.ca.gov
Laurel Martin, Finance Director, Disabled Sports, Eastern Sierra	2020	lmartin@disabledsportseasternsierra.org
Kathy Peterson, Mono County Social Services Director	2020	kpeterson@mono.ca.gov
Rick Franz, Transportation Planner, Caltrans	2020	rick.franz@dot.ca.gov
Mammoth Mountain Ski Area Transportation Designee, Finlay Torrance	2021	ftorrance@mammothresorts.com
Beth Himelhoch, Liaison to Kern Regional Center, and Executive Director Inyo-Mono Association for the Handicapped, Inc.	2021	inyomonoah@earthlink.net
IMACA – Charles Broten	2021	872-5570 cbroten@imaca.net
Pat Espinosa, Mono County Social Services	2021	mfoster@mono.ca.gov

March 12, 2018

STAFF REPORT

Subject: Low Carbon Transit Operations Program FY 2017-18 Funds

Initiated by: John Helm, Executive Director

BACKGROUND

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

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

ANALYSIS/DISCUSSION

Eastern Sierra Transit is requesting FY 2017-18 LCTOP funds from both the Inyo and Mono County LTCs to fund the following three projects:

- Continued expansion of the Mammoth Express fixed route service
- Reduction of the 10-punch pass prices on the Mammoth Express, and
- Purchase of one electric bus.

The expansion of the Mammoth Express route is a continuation from the prior year project and would continue to fund the additional northbound run departing Bishop at 6:50am and the southbound run departing Mammoth at 7:00pm. These additional runs provide regular weekday service for passengers who work a Monday through Friday 8:00am to 5:00pm shift, and also a later return for those who wish to stay in Mammoth for the early evening hours for work needs, shopping, dining or socializing.

The fare reduction on multi-ride 10-Punch passes on the Mammoth Express routes is available on all runs on the Mammoth Express route including: the north-bound 6:50am, 7:30am, 1:00pm and 6:10pm runs between Bishop and Mammoth Lakes; and the south-bound 7:50am, 2:05pm, 5:15pm and 7:00pm runs between Mammoth Lakes and Bishop. This fare reduction provides an approximate 50% reduction from the multi-ride pass price in place prior to the promotion.

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

FINANCIAL CONSIDERATIONS

The (LCTOP) provides formula funding for approved operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The FY 2018/19 allocation of funding from the State Controller's office for the Eastern Sierra Region totals \$66,155.00. The 99314 funds allocated to Eastern Sierra Transit are based primarily on ridership and revenues generated during the previous fiscal year. These funds have historically been divided between Inyo and Mono County projects with a 30%/70% split. The specific details of the 2018/19 funding is detailed below.

Mono County (99313)	\$ 16,824
Eastern Sierra Transit Authority (99314)	\$ 26,480
Inyo County (99313)	\$ 22,843
Total	\$ 66,147

PROJECT COSTS

The proposed costs for each of the three projects are detailed below.

Expansion of the Mammoth Express Route

- Operating cost for additional fixed route service: \$40,320
- Expected fare revenue: 1,550 annual passengers at an average fare of \$5.50 = \$8,525
- Required funding

LCTOP (Mono 99313)	\$ 16,824
LCTOP (ESTA 99314)	\$ 14,971
Fares	\$ 8,525
Total	\$ 40,320

10-Punch Pass Price Reduction Mammoth Express Route

- Current Mammoth Express Ridership = 5,530

- Projected 25% increase = 1,383
- Total Projected Ridership = 6,913
- 80% of new passenger use 10-punch pass = 1,106
- 60% of existing passengers use 10-punch pass = 3,318
- Balance of passengers @ full fare (\$5.59 avg) = 2,489
- Current avg fare = \$5.59
- Projected avg fare = \$4.44
- Reduction from current avg fare = - \$1.15
- Total reduction in fares = -\$7,949

LCTOP (ESTA 99314)	\$ 7,949
<u>Total</u>	<u>\$ 7,949</u>

Electric Vehicle

- Anticipated vehicle and infrastructure Costs = \$225,000

\$3,560	17/18 99314 ESTA
\$22,843	17/18 99313 Inyo
\$29,040	18/19 LCTOP funding
\$31,940	19/20 LCTOP funding
\$35,130	20/21 LCTOP funding
\$50,000	Incentives/Vouchers
\$52,487	STA
\$225,000	TOTAL

RECOMMENDATION

It is recommended that the LTC approve Resolution R18-02 allocating \$43,304 of FY 2017-18 Low Carbon Transit Operations Program (LCTOP) funds (99313 - \$16,824 and 99314 - \$26,480) allocated through Mono County for the expansion of Mammoth Express fixed route service, reduce pass prices on the Mammoth Express route and the purchase of an electric vehicle, and authorize Eastern Sierra Transit Authority’s Executive Director to complete and execute all documents for the Low Carbon Transit Operations Program submittal, allocation requests, and required reporting.

RESOLUTION R18-02

**AUTHORIZATION FOR EXECUTION OF THE CERTIFICATIONS & ASSURANCES AND
AUTHORIZED AGENT FORMS FOR THE LOW-CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) FOR THE FOLLOWING PROJECTS:**

**EXPANSION OF THE MAMMOTH EXPRESS IN THE AMOUNT OF \$31,795,
MAMMOTH EXPRESS PASS PRICE REDUCTION IN THE AMOUNT OF \$7,949, &
ELECTRIC VEHICLE IN THE AMOUNT OF \$26,403**

WHEREAS, the Mono County Local Transportation Commission is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Mono County Local Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to the Eastern Sierra Transit Authority, Executive Director; and

WHEREAS, the Mono County Local Transportation Commission wishes to implement the LCTOP projects listed above.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Mono County Local Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that Eastern Sierra Transit Authority, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Mono County Local Transportation Commission that it hereby authorizes the submittal of the following project nominations and allocation request(s) to the Department.

FY 2017-18 LCTOP funds:

Project Name: Expansion of the Mammoth Express

Amount of LCTOP funds requested: \$31,795.00

Short description of project: Operation of the 6:50am Bishop to Mammoth and the 7:00pm

Mammoth to Bishop runs of the Mammoth Express Route

Lead Agency: Eastern Sierra Transit Authority

Contributing Sponsors: Mono County Local Transportation Commission

Project Name: Reduce Pass Prices on the Mammoth Express
Amount of LCTOP funds requested: \$7,949.00
Short description of project: Reduce 10-punch pass prices on the Mammoth Express Route
Lead Agency: Eastern Sierra Transit Authority
Contributing Sponsors: Mono County Local Transportation Commission

Project Name: Electric Bus
Amount of LCTOP funds requested: \$26,403.00
Short description of project: Purchase of one electric paratransit vehicle
Lead Agency: Eastern Sierra Transit Authority
Contributing Sponsors: Inyo County Local Transportation Commission
Contributing Sponsors: Mono County Local Transportation Commission

Passed and adopted this 12th day of March 2018.

By the following vote:

Ayes:

Noes:

Abstain:

Absent:

John Wentworth, Chair
Mono County Local Transportation Commission

Attest: _____

CD Ritter, LTC Secretary

March 12, 2018

STAFF REPORT

Subject: 2016/17 Audited Financial Report for the Eastern Sierra Transit Authority

Initiated by: John Helm, Executive Director

BACKGROUND:

The Transportation Development Act requires that claimants receiving funds for transit services from a County Transportation Commission submit to an annual certified fiscal audit.

ANALYSIS/DISCUSSION:

In compliance with the requirements of the Transportation Development Act, the Eastern Sierra Transit Authority has an audited financial report prepared each year for the preceding fiscal year. The audit was again performed this year by the firm Fechter and Company. Fechter and Company was chosen to perform the audit following a procurement conducted in 2015.

The audit for the fiscal year ending June 30, 2016 is included on the following pages and is available for public viewing on ESTA's website.

RECOMMENDATION:

This item is presented for the information of the Commission, which is requested to receive and file the audit.

**EASTERN SIERRA
TRANSIT AUTHORITY**

**ANNUAL FINANCIAL REPORT
WITH INDEPENDENT AUDITOR'S
REPORT THEREON**

June 30, 2017

EASTERN SIERRA TRANSIT AUTHORITY

Annual Financial Report
For the Year Ended June 30, 2017

TABLE OF CONTENTS

FINANCIAL SECTION

Independent Auditor’s Report..... 1-2

Management’s Discussion & Analysis 3-6

BASIC FINANCIAL STATEMENTS:

Proprietary Fund –

Statement of Net Position 7

Statement of Revenues, Expenses, and Changes in Net Position 8

Statement of Cash Flows..... 9-10

Notes to Financial Statements..... 11-21

Required Supplementary Information - Pensions 22

Other Reports

Report on Compliance Over Financial Reporting Based on an
Audit of Financial Statements Performed in Accordance with
the Statutes, Rules, and Regulations of the California
Transportation Development Act and the Allocation Instructions
and Resolutions of the Local Transportation Commission 23-24

INDEPENDENT AUDITOR'S REPORT

Members of the Board of Directors
Eastern Sierra Transit Authority
Bishop, California

We have audited the accompanying financial statements of the Eastern Sierra Transit Authority as of and for the year ended June 30, 2017, and the related notes to the financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

Unmodified Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Eastern Sierra Transit Authority as of June 30, 2017, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Members of the Board of Directors
Eastern Sierra Transit Authority

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3–6 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.

Fechter & Company
Certified Public Accountants

A handwritten signature in cursive script that reads "Fechter & Company, CPAs". The signature is written in dark ink and is positioned to the left of the printed name and address.

Sacramento, California
January 8, 2018

**EASTERN SIERRA TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)
JUNE 30, 2017**

As management of the Eastern Sierra Transit Authority (ESTA), we offer readers of our financial report this narrative overview and analysis of the financial activities for the fiscal year ended June 30, 2017.

FINANCIAL HIGHLIGHTS

- The assets of ESTA exceeded its liabilities at the close of the year by \$7,686,694. Of this amount, \$4,222,507 may be used to meet ESTA's ongoing obligations to its customers and creditors.
- The Board authorized an action to fully payoff ESTA's unfunded pension liability through CalPERS. Due to timing of the recognition of the payoff, the reduction in the Authority's liability will not be reflected until the FY 2017/18 year.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to ESTA's basic financial statements. ESTA's basic financial statements comprise three components: 1) government-wide financial statements, 2) notes to the financial statements, and 3) other reports including the schedule of federal awards.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of ESTA's finances, in a manner similar to a private sector business. The Statement of Net Position presents information on all of ESTA's assets and liabilities, with the difference between the two reported as net position. The Statement of Activities presents information showing how ESTA's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event takes place, regardless of the timing of related cash flows. Therefore, revenues and expenses are reported in the statement for certain items that will only result in cash flows in future fiscal periods (e.g. earned but unused vacation leave).

Notes to Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

**EASTERN SIERRA TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)
JUNE 30, 2017**

Other Reports

Other reports include the report on TDA compliance.

NET POSITION

Condensed Statement of Net Position at June 30, 2017 and 2016

	Business Type Activities		
	<u>2017</u>	<u>2016</u>	<u>Change</u>
Assets			
Current and other assets	\$ 5,322,250	\$ 4,840,696	\$ 481,554
Capital assets	3,464,187	4,529,806	(1,065,619)
Total assets	<u>8,786,437</u>	<u>9,370,502</u>	<u>(584,065)</u>
Liabilities			
Current and other liabilities	558,772	905,807	347,035
Long-term liabilities	540,971	387,894	(153,077)
Total liabilities	<u>1,099,743</u>	<u>1,293,701</u>	<u>193,958</u>
Net position			
Invested in capital assets, net of related debt	3,464,187	4,529,806	(1,065,619)
Unrestricted	<u>4,222,507</u>	<u>3,546,995</u>	<u>675,512</u>
TOTAL NET POSITION	<u>\$ 7,686,694</u>	<u>\$8,076,801</u>	<u>\$ (390,107)</u>

Net position invested in capital assets, net of related debt, represent 45 percent of total net position and reflect ESTA's investment in capital assets (consisting mainly of buses and equipment). ESTA uses the capital assets to provide services to citizens; consequently, these assets are not available for future spending.

Unrestricted net position represents the remaining 55 percent that may be used to meet ESTA's ongoing obligations to staff members and creditors.

Net position may serve over time as a useful indicator of a government's financial position. In the case of ESTA, assets exceed liabilities by \$7,686,694 at the close of the most recent fiscal year. Besides capital assets, the most significant portion of ESTA's net position is \$3,767,413 of cash invested in the County's investment pool and one outside bank account, and \$288,364 of accounts receivable. Cash and investments are maintained in the Inyo County's cash and investment pool where interest earned on ESTA's balance is apportioned to ESTA.

**EASTERN SIERRA TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)
JUNE 30, 2017**

CHANGES IN NET POSITION

	Business Type Activities		
	2017	2016	Change
Program revenues			
Fare revenues	\$ 1,882,654	\$ 1,882,113	\$ 541
Local Transportation Fund	1,271,810	1,297,755	(25,945)
State Transit Assistance	253,087	105,608	147,479
Operating grants	425,029	444,167	(19,138)
Capital grants	138,572	329,269	(190,697)
Other program revenues	783,523	1,340,221	(556,698)
General revenues			
Interest and other revenues	13,968	14,482	(514)
Total revenues	<u>4,768,643</u>	<u>5,413,615</u>	<u>(644,972)</u>
Expenses			
Transit expense	<u>5,158,750</u>	<u>5,304,626</u>	<u>145,876</u>
CHANGE IN NET POSITION	(390,107)	108,989	(499,096)
Net position – beginning of year	<u>8,076,801</u>	<u>7,967,812</u>	<u>108,989</u>
End of Year	<u>\$ 7,686,694</u>	<u>\$ 8,076,801</u>	<u>\$ (390,107)</u>

Total revenues decreased \$644,972 from FY 2015/16. Capital grants revenue, which is primarily composed of reimbursement for vehicle purchases, declined by \$190,697 in FY16/17. The previous year saw a large expenditure (\$493,446) for the Bishop Yard capital project. In addition, state capital grant revenue for vehicle purchases declined \$121,173 from the previous year. The balance of the revenue decline was from lowered operating grant revenue reimbursements, primarily due to lower fuel and maintenance costs. Transit expense decreased by \$145,876. This reduction was the net effect of a decrease of \$610,269 in capital expense (Bishop Yard and increased vehicle purchases in FY 2015/16) and an increase in operating expense, primarily a result of an increase in employee wages and benefit. The increased employee compensation costs were a result of increased overtime expense due to ongoing driver shortages, and a new MOU which became effective December 25, 2016 which incorporates increases in wages and benefits.

**EASTERN SIERRA TRANSIT AUTHORITY
MANAGEMENT'S DISCUSSION & ANALYSIS (MD&A)
JUNE 30, 2017**

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

ESTA's investment in capital assets, as of June 30, 2017, amounts to \$3,464,187 (net of accumulated depreciation). This investment in capital assets is comprised of buses and equipment.

Debt Administration

ESTA had long-term obligations of \$540,971 related to net pension liability as of June 30, 2017.

FUTURE ECONOMIC ISSUES

- Eastern Sierra Transit, like most employers in the eastern sierra region has been experiencing increased challenges in recruiting and retaining employees. Much of this is believed to be related to an acute shortage of available housing in the region. Particularly in Mammoth Lakes, the growth of the short-term rental market (Air BNB, VRBO), has moved many properties from the long-term rental inventory to short term. Increased employee compensation may be needed in future years to address this situation.
- The recently enacted state SB-1 legislation promises to provide increased state revenues for both operations and capital projects. Specifically, the legislation will provide increased State Transit Assistance (STA) funding and new funding through a State of Good Repair program.
- The current administration on the federal level has threatened to reduce funding to nearly every federal department, including the Department of Transportation. This may reduce federal funding in the future for program such as the Intercity bus service funded under Section 5311(f).

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of ESTA's financial position for all interested parties. Questions concerning any information in this report or requests for additional financial information should be addressed to the Eastern Sierra Transit Authority Executive Director, at P.O. Box 1357, Bishop, CA 93515 or the Inyo County Auditor-Controller at P.O. Drawer R, Independence, CA 93526.

EASTERN SIERRA TRANSIT AUTHORITY
STATEMENT OF NET POSITION - PROPRIETARY FUND
JUNE 30, 2017

ASSETS

Current Assets:

Cash	\$ 3,767,413
Accounts receivable	288,364
Prepaid expenses	<u>251,790</u>

Total current assets	<u>4,307,567</u>
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Capital assets, net of accumulated depreciation	<u>3,464,187</u>
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TOTAL ASSETS	<u>7,771,754</u>
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DEFERRED OUTFLOWS OF RESOURCES

Deferred pensions (note 7)	<u>1,014,683</u>
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LIABILITIES AND NET POSITION

Current liabilities:

Accounts payable and accrued liabilities	252,435
Payroll liabilities	177,661
Deferred revenue	1,550
Line of credit	-
Non-current liability - Net pension liability (note 6)	<u>540,971</u>

Total liabilities	972,617
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DEFERRED INFLOWS OF RESOURCES

Deferred pensions (note 7)	<u>127,126</u>
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Net Position

Invested in capital assets, net	3,464,187
Unrestricted	<u>4,222,507</u>

Total net position	<u>7,686,694</u>
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TOTAL LIABILITIES AND NET POSITION	<u><u>\$ 8,786,437</u></u>
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The accompanying notes are an integral part of these financial statements.

EASTERN SIERRA TRANSIT AUTHORITY
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEAR ENDED JUNE 30, 2017

Operating revenues:

Fare revenues	\$ 1,882,654
	<u>1,882,654</u>
Total operating revenues	<u>1,882,654</u>

Operating expenses:

Salaries & benefits	2,451,803
Fuel	367,988
Vehicle maintenance	515,599
Professional & other services	98,742
Depreciation expense	1,151,273
Insurance	190,583
Rents	185,520
Miscellaneous expenses	29,107
Parts & supplies	76,746
Utilities	45,121
Advertising	46,268
	<u>5,158,750</u>
Total operating expenses	<u>5,158,750</u>

Operating income (loss)	<u>(3,276,096)</u>
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Non-operating revenues:

Local Transportation Fund allocation	1,271,810
State transportation fund allocation	253,087
Operating grants	425,029
Capital grants	138,572
Operating assistance	783,523
Gain on sale of asset	7,600
Other revenues	6,368
	<u>2,885,989</u>

Total non-operating revenues	<u>2,885,989</u>
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Change in net position	(390,107)
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Beginning net position	<u>8,076,801</u>
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Ending net position	<u><u>\$ 7,686,694</u></u>
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The accompanying notes are an integral part of these financial statements.

**EASTERN SIERRA TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED JUNE 30, 2017**

Cash flows from operating activities:

Receipts from customers	\$ 1,882,654
Other operating expenses	(2,082,256)
Payroll and related fringe benefits	<u>(3,172,309)</u>
Net cash used in operating activities	<u>(3,371,911)</u>

Cash flows from non-capital financing activities:

Local transportation fund allocation	1,271,810
State transit assistance allocation	253,087
Operating and capital grants	831,636
Operating assistance	783,523
Other revenues	<u>6,368</u>
Net cash provided by non-capital financing activities	<u>3,146,424</u>

Cash flows from capital and related financing activities:

Proceeds from asset sales	7,600
Proceeds of line of credit	89,877
Payments on line of credit	(95,255)
Payments for capital asset purchases	<u>(85,654)</u>
Net cash used in capital and related financing activities	<u>(83,432)</u>

Net increase in cash and cash equivalents	(308,919)
Cash and cash equivalents, beginning of year	<u>4,076,332</u>
Cash and cash equivalents, end of year	<u><u>\$ 3,767,413</u></u>

The accompanying notes are an integral part of these financial statements.

**EASTERN SIERRA TRANSIT AUTHORITY
STATEMENT OF CASH FLOWS (continued)
FOR THE YEAR ENDED JUNE 30, 2017**

**Reconciliation of operating income (loss) to net cash
provided by (used) by operating activities:**

Operating income (loss)	\$ (3,276,096)
Adjustments to reconcile operating loss to net cash used by operating activities:	
Depreciation	1,151,273
Increase in prepaid expenses	(251,790)
Increase in accounts payable and accrued liabilities	(274,792)
Increase in payroll liabilities	(49,012)
Increase in net pension liability	<u>(671,494)</u>
Net cash provided used by operating activities	<u><u>\$ (3,371,911)</u></u>

The accompanying notes are an integral part of these financial statements.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 1: SIGNIFICANT ACCOUNTING POLICIES

A. THE REPORTING ENTITY

The Eastern Sierra Transit Authority (the Authority) was established in 2007 by a joint powers agreement between Inyo County, Mono County, the City of Bishop, and the Town of Mammoth Lakes to operate a regional transportation system in the Eastern Sierra region.

As required by Governmental Accounting Standards Board (GASB) Statement No. 14, “The Financial Reporting Entity”, the Authority has reviewed criteria to determine whether other entities with activities that benefit the Authority should be included within its financial reporting entity. The criteria include, but are not limited to, whether the entity has a significant operational and financial relationship with the Authority.

The Authority has determined that no other outside entity meets the above criteria and, therefore, no agency has been included as a component unit in the Authority’s financial statements. In addition, the Authority is not aware of any entity that has such a relationship to the Authority that would result in the Authority being considered a component unit of that other entity.

B. BASIS OF PRESENTATION

The accounts of the Authority are organized and operated on the basis of funds, each of which is considered an independent fiscal and accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, net position, revenues, and expenses, as appropriate. Resources are allocated to and accounted for in individual funds based on the purpose for which they are to be spent and the means by which spending activities are controlled. The Authority distinguishes operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing transportation services to customers. The Authority’s accounts are organized into the following fund types:

Proprietary Fund Type

The enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises, where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges, or where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other policies. Unrestricted net position for the enterprise fund represents the net assets available for future operations.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. MEASUREMENT FOCUS AND BASIS OF ACCOUNTING

Accounting and financial reporting treatment applied to a fund is determined by its measurement focus. The enterprise fund is accounted for on a flow of economic resources measurement focus. This measurement focus emphasizes the determination of increased/decreased net position. The accrual basis of accounting is used for the enterprise fund. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Pursuant to GASB Statement No. 20, "Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting," all Financial Accounting Standards Board (FASB) statements and authoritative pronouncements issued on and before November 30, 1989, are applied to proprietary operations unless they conflict with GASB pronouncements. The Authority has elected not to apply FASB statements issued subsequent to November 30, 1989.

Operating Revenues - Revenues from the sale of tickets and passenger rides are recognized as income when the related service is provided.

Non-Operating Revenues – the Authority receives substantial funds that are not reported as operating revenues. For example, the Authority receives operating assistance from the Town of Mammoth Lakes. These funds are recognized as revenue when all applicable eligibility requirements are met. The Authority receives annual allocations from the Local Transportation and State Transit Assistance funds of the two counties it provides services in. These allocations are recognized into income as received. The Authority also receives a number of grants from various sources. These are recognized into income as eligibility requirements are met.

The following is a description of the Authority's main funding sources:

Passenger Revenue:

Passenger fares consist of fare charges to the users of the system.

Operating Assistance:

As mentioned above, the Town of Mammoth Lakes, a member of the Joint Powers Authority, provides operating assistance to the Authority. These revenues are not included as a component of fare revenues, but instead are reported as non-operating revenues.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. MEASUREMENT FOCUS AND BASIS OF ACCOUNTING (Continued)

Federal Transit Administration (FTA):

FTA revenues are funded by a federal gas tax and revenues of the federal general fund. The Authority receives Section 5311 and Section 5316 grants which are used for operations. In addition, the Authority has received funds from Sections 5310 and 5320 as well as American Recovery and Reinvestment Act of 2009 (ARRA) funds, which have been used for capital assistance.

Transportation Development Act (TDA):

TDA provides funding for public transit operators. This is also known as Local Transportation Fund (LTF) funding. This state fund is one quarter of a percent of the sales taxes assessed in the multi-jurisdictional region. The Inyo County and Mono County Local Transportation commissions are responsible for apportionment of these funds within both Inyo and Mono Counties. This funding is highly dependent on local economic activity.

State Transit Assistance (STA):

STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on gasoline. These funds are designated as discretionary or formula. The former is appropriated by the legislature. The latter is a formula based on population and fares generated.

D. BUDGETARY INFORMATION

State law requires the adoption of an annual budget for the enterprise fund, which must be approved by the Board of Directors. The Budget is prepared on an accrual basis. The Board of Directors adopts an annual budget for transit operations. The Executive Director shall have the authority to transfer funds between line items, not to exceed \$5,000 or 20% for any one line item, whichever is greater, with the limits of the overall budget. The Executive Director shall report, on a regular basis, any such transfers to and from budgeted line items. Budget amendments in excess of \$5,000 or 20% of a line item, whichever is greater, shall require Board approval.

E. CASH AND EQUIVALENTS

For purposes of the statement of cash flows, the Authority considers all highly liquid investments with a maturity of three months or less when purchased to be cash and equivalents.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)

F. INVESTMENTS

Investments consist of funds deposited in the pooled fund with Inyo County. Investments are stated at market value. Such investments are within the State Statutes and the Authority's investment policy.

G. CAPITAL ASSETS

Capital assets are stated at historical cost. The cost of normal maintenance and repairs is charged to operations as incurred. Improvements are capitalized and depreciated over the remaining useful lives of the related properties. Depreciation is computed using the straight-line method over estimated useful lives as follows:

Buildings and improvements	40 to 50 years
Buses and maintenance vehicles	4 to 12 years
Light-rail structures and light-rail vehicles	25 to 45 years
Other operating equipment	5 to 15 years

It is the policy of the Authority to capitalize all capital assets with an individual cost of more than \$5,000, and a useful life in excess of one year.

H. COMPENSATED ABSENCES

The Authority's policy allows employees to accumulate earned but unused comprehensive leave and compensated time off, which will be paid to employees upon separation from the Authority's service, subject to a vesting policy.

I. FEDERAL, STATE, AND LOCAL GRANT FUNDS

Grants are accounted for in accordance with the purpose for which the funds are intended. Approved grants for the acquisition of land, building, and equipment are recorded as revenues as the related expenses are incurred. Approved grants for operating assistance are recorded as revenues in which the related grant conditions are met. Advances received on grants are recorded as a liability until related grant conditions are met. The Transportation Development Act (TDA) provides that any funds not earned and not used may be required to be returned to their source.

When both restricted and unrestricted resources are available for the same purpose the Authority uses restricted resources first.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 1: SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

K. ALLOWANCE FOR DOUBTFUL ACCOUNTS

Accounts receivable consist entirely of amounts due from other governmental agencies for operating and capital grants. Management believes its accounts receivable to be fully collectible, and, accordingly, no allowance for doubtful accounts is required.

Note 2: CASH AND INVESTMENTS

Cash & investments consisted of the following at June 30, 2017:

Deposits held in the County of Inyo investment pool	\$ 3,731,534
Deposits held in financial institutions	35,779
Imprest cash	100
Total	<u>\$ 3,767,413</u>

A. CUSTODIAL CREDIT RISK

At June 30, 2017, the carrying amount of the deposits held at banks was \$35,779 and the bank balances totaled \$35,779. The bank balances are insured by the FDIC for \$250,000 and the remaining was collateralized, as required by California Government Code 53630, by the pledging financial institution with assets held in a common pool for the Authority and other governmental agencies. State law requires that the collateral be equal to or greater than 100% of all public deposit that is held with the pledging financial institution if government securities are used or 150% if mortgages are used as the collateral.

B. AUTHORIZED INVESTMENTS

California statutes authorize the Authority to invest idle or surplus funds in a variety of credit instruments as provided for in California Government Code Section 53600, Chapter 4 – Financial Affairs.

The Government Code allows investments in the following instruments:

- Securities of the United States Government, or its agencies

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 2: CASH AND INVESTMENTS (Continued)

B. AUTHORIZED INVESTMENTS (Continued)

- Small Business Administration loans
- Certificates of Deposit (or Time Deposits) Negotiable Certificates of Deposit
- Commercial paper and medium-term corporate notes
- Local Agency Investment Fund (State Pool and County Pool) Demand Deposits
- Repurchase Agreements (Repos)
- Passbook Savings Account Demand Deposits
- Reverse Repurchase Agreements
- County Cash Pool

The bulk of the District's assets are held in an investment pool with the County of Inyo. More information about the County's investments can be found in the County's financial statements.

C. CASH IN COUNTY TREASURY

Cash in Inyo County is held by the Inyo County Treasurer in an investment pool. The County maintains a cash and investment pool in order to facilitate the management of cash. Cash in excess of current requirements is invested in various interest-bearing securities. Information regarding categorization and fair value of investments can be found in the County's financial statements. The Treasurer's investments and policies are overseen by the Inyo County Treasury Oversight Committee.

Government Accounting Standards Board Statement No. 40 requires additional disclosures about a government's deposits and investment risks that include custodial risk, credit risk, concentration risk, and interest rate. The Authority did not have a deposit or investment policy that addresses specific types of risks.

Required risk disclosures for the Authority's investment in the Inyo County Investment Pool at June 30, 2017, were as follows:

Credit risk	Not rated
Custodial risk	Not applicable
Concentration of credit risk	Not applicable
Interest rate risk	320 days average maturity

The fair value of the Authority's investment in the Inyo County Investment Pool is determined on an amortized cost basis which approximates fair value.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 3: CAPITAL ASSETS

Capital assets consisted of the following at June 30, 2017:

	Balance 7/1/2016	Additions	Disposals	Balance 6/30/2017
Vehicles	\$8,833,778	\$ 81,302	\$(64,222)	\$8,850,858
Equipment	242,098	-	-	242,098
Buildings/structures	547,101	4,350	-	551,451
Total assets	9,622,977	85,652	(64,222)	9,644,407
Accumulated depreciation	(5,093,171)	(1,151,273)	64,222	(6,180,222)
Capital Assets, Net	<u>\$4,529,806</u>	<u>\$(1,065,621)</u>	<u>\$ -</u>	<u>\$3,464,185</u>

Depreciation expense was \$1,151,273 for the year ended June 30, 2017.

Note 4: LEASES

The Authority leases buildings and office facilities under non-cancelable operating leases. Total cost for such leases was \$169,080 for the year ended June 30, 2017. The future minimum lease payments for these leases are as follows:

Year Ending June 30	Amount
2018	\$ 151,620
2019	151,620
2020	151,620
2021	151,620
2022	150,540
Total	<u>\$ 757,020</u>

Note 5: FARE REVENUE RATIO

The Authority is required to maintain a fare revenue-to-operating expense ratio of 10% in accordance with the Transportation Development Act. The fare revenue-to-operating expense ratio for the Authority is calculated as follows for the year ended June 30:

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 5: FARE REVENUE RATIO (Continued)

	2017
Fare Revenues	\$1,882,654
Total Revenues	1,882,654
Operating Expenses	5,158,750
Less Allowable Exclusions:	
Depreciation and Amortization	(1,151,273)
Net Operating Expenses	\$4,007,477
Fare Revenue Ratio	46.98%

Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)

A. PLAN DESCRIPTION

The Authority's defined benefit pension plan, the California Public Employee's Retirement System, provides retirement and disability annual cost of living adjustments, and death benefits to plan members and beneficiaries. The California Public Employee's Retirement System (CalPERS), a cost sharing multiple-employer plan administered by CalPERS, which acts as a common investment and administrative agent for participating public employers within the State of California. A menu of benefit provisions as well as other requirements is established by State statutes within the Public Employee's Retirement Law. The Authority selects optional benefit provisions from the benefit menu by contract with CalPERS and adopts those benefits through local ordinance (other local methods). CalPERS issues a separate report.

B. FUNDING POLICY

Active plan members in the Authority's defined pension plan are required to contribute either 8%, 7%, or 6.25% of their annual covered salary depending upon the plan in which the employee participates. The Authority is required to contribute the actuarially determined remaining amounts necessary to fund the benefits for its members. The fiscal year 2016/2017 employer rates are as follows:

Tier	Misc.	PEPRA
Tier 1	9.498%	6.555%
Tier 2	8.377%	n/a

The actuarial methods and assumptions used are those adopted by the CalPERS Board of Administration. The contribution requirements of the plan members are established by state statute and the employer contribution rate is established and may be amended by CalPERS. Per the employee Memorandum of Understanding, the Authority pays the plan members contribution on their behalf for employees hired on or before December 31, 2012.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

**Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)
(Continued)**

B. FUNDING POLICY (Continued)

At June 30, 2017, the District reported a liability of \$540,971 in the Statement of Net Position for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2016 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The District's proportion of the net pension liability was based on a projection of the District's long-term share of contributions to the pension plan relative to the projected contributions of all Pension Plan participants, which was actuarially determined.

For the fiscal year ended June 30, 2017, the District recognized pension expense of \$19,149 in its Government-Wide financial statements. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions, and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

C. ACTUARIAL ASSUMPTIONS

The total pension liability in the June 30, 2016 actuarial valuation was determined using the following actuarial assumptions. Total pension liability represents the portion of the actuarial present value of projected benefit payments attributable to past periods of service for current and inactive employees.

- Discount Rate/Rate of Return – 7.5%, net of investment expense
- Inflation Rate – 2.75%
- Salary increases – Varies by Entry Age and Service
- COLA Increases – up to 2.75%
- Post-Retirement Mortality – Derived using CalPERS' Membership Data for all Funds

The actuarial assumptions used in the June 30, 2016 valuation were based on the results of an actuarial experience study for the period July 1, 2012 through June 30, 2015.

The long-term expected rate of return on pension plan investments (7.5%) was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense, and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

**Note 6: AUTHORITY EMPLOYEE'S RETIREMENT PLAN (DEFINED BENEFIT PLAN)
(Continued)**

C. ACTUARIAL ASSUMPTIONS (Continued)

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	47.0%	5.71%
Global Fixed Income	19.0%	2.43%
Inflation Sensitive	6.0%	3.36%
Private Equity	12.0%	6.95%
Real Estate	11.0%	5.13%
Infrastructure and Forestland	3.0%	5.09%
Liquidity	2.0%	(1.05)%

The discount rate used to measure the total pension liability was 7.5 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from the District will be made at contractually required rates, actuarially determined. Based on those assumptions, the pension fund's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. In theory, the discount rate may differ from the long-term expected rate of return discussed previously. However, based on the projected availability of the pension fund's fiduciary net position, the discount rate is equal to the long-term expected rate of return on pension plan investments, and was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the District's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents what the District's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.5%) or 1 percentage point higher (8.5%) than the current rate:

	1% Decrease 6.50%	Discount Rate 7.5%	1% Increase 8.5%
District's proportionate share of the net pension plan liability	\$ 909,254	\$ 540,971	\$ 236,603

Detailed information about the pension fund's fiduciary net position is available in the separately issued CalPERS comprehensive annual financial report which may be obtained by contacting CalPERS.

**EASTERN SIERRA TRANSIT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2017**

Note 7: DEFERRED OUTFLOWS AND INFLOWS OF RESOURCES

Pursuant to GASB Statement No. 63, the District recognized deferred outflows of resources in the government-wide and proprietary fund statements. These items are a consumption of net position by the District that is applicable to a future reporting period.

The District has one item that is reportable on the Government-Wide Statement of Net Position as Deferred Outflows of Resources which is related to pensions that are the CalPERS premiums for the 2017 fiscal year which will be recognized in a subsequent reporting period. The total for this is \$690,642. These were the employer contributions for the 2017 fiscal year.

The District is also reporting deferred outflows of resources relating to differences between projected and actual investment earnings, change in employer proportions and differences between the employer's contributions and their proportionate share of contributions. The total of these amounts at year-end were \$323,541 and they will be amortized over a 3.8 year period.

The District also recognized deferral inflows of resources in the government-wide financial statements. This is an acquisition of net position by the District that is applicable to a future reporting period. The District has one item related to pensions that is captured as a deferred inflow of resources. The total at year-end was \$127,126.

Under the modified accrual basis of accounting, it is not enough that revenue is earned; it must also be available to finance expenditures of the current period. Governmental funds will therefore include deferred inflows of resources for amounts that have been earned but are not available to finance expenditures in the current period. Deferred outflows of resources and deferred inflows of resources above represent the unamortized portion of changes to net pension liability to be recognized in future periods in a systematic and rational manner.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30,	Amount
2017	\$ 14,934
2018	19,243
2019	104,277
2020	58,460
Total	<u>\$ 196,914</u>

Note 8: SUBSEQUENT EVENTS

Management has evaluated subsequent events to determine if events or transactions occurring through January 8, 2018, the date the basic financial statements, were available to be issued, require adjustment to, or disclosure in, the basic financial statements. No events were found to have occurred that would materially affect the carrying balances of assets and liabilities at the balance sheet date out of the ordinary course of business operations.

**EASTERN SIERRA TRANSIT AUTHORITY
REQUIRED SUPPLEMENTARY INFORMATION - PENSIONS
FOR THE YEAR ENDED JUNE 30, 2017**

Eastern Sierra Transit Authority – Schedule of the Authority’s proportionate share of the Net Pension Liability:

Last 10 Fiscal years*:

	FY 2014	FY 2015	FY 2016
District’s proportion of the net pension liability	Varies by plan	.01655%	.01557%
District’s proportionate share of the net pension liability	\$ 413,616	\$ 387,894	\$ 540,971
District’s covered employee payroll	1,366,206	1,582,603	1,517,088
District’s proportionate share of the net pension liability as a percentage of its covered-employee payroll	30.27%	24.51%	35.66%
Plan Fiduciary net position as a percentage of the total pension liability	79.87%	83.27%	80.22%

*Amounts presented above were determined as of 6/30.

Additional years will be presented as they become available.

CALPERS - Schedule of District contributions

Last 10 Fiscal Years*:

	FY 2014	FY 2015	FY 2016
Actuarially determined contribution	\$ 115,464	\$ 183,362	\$ 209,515
Total actual contributions	(115,464)	(183,362)	(209,515)
Contribution deficiency (excess)	\$ -	\$ -	\$ -
District’s covered-employee payroll	\$ 1,366,206	\$ 1,582,603	\$ 1,517,088
Contributions as a percentage of covered employee payroll	8.45%	11.59%	13.81%

OTHER REPORTS

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

Members of the Board of Directors
Eastern Sierra Transit Authority
Bishop, California

We have audited the financial statements of the Eastern Sierra Transit Authority as of and for the year ended June 30, 2017 and have issued our report thereon dated January 8, 2018. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and 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 Eastern Sierra Transit Authority'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 and Inyo County 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 Section 6667 that are applicable to the Eastern Sierra Transit Authority. In connection with our audit, nothing came to our attention that caused us to believe the Eastern Sierra Transit Authority 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.

Members of the Board of Directors
Eastern Sierra Transit Authority
Bishop, California

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). These 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.

During the fiscal year ended June 30, 2017, the Authority expensed \$2,000 of PTMISEA funds from Inyo for which reimbursement will be sought in the 17/18 fiscal year.

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

Fechter & Company
Certified Public Accountants

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

Sacramento, CA
January 8, 2018

**EASTERN SIERRA
TRANSIT AUTHORITY
MANAGEMENT REPORT
FOR THE YEAR ENDED JUNE 30, 2017**

EASTERN SIERRA TRANSIT AUTHORITY

Management Report
For the Year Ended June 30, 2017

Table of Contents

	<u>Page</u>
Introduction.....	1
Required communication	2-5

Board of Directors of the
Eastern Sierra Transit Authority
Bishop, California

In planning and performing our audit of the financial statements of the Eastern Sierra Transit Authority for the year ended June 30, 2017, we considered the Authority's internal control structure to determine our auditing procedures for the purpose of expressing an opinion on the financial statements and not to provide assurance on the internal control structure.

Our consideration of the internal control would not necessarily disclose all matters in the internal control that might be material weaknesses under standards established by the American Institute of Certified Public Accountants. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce, to a relatively low level, the risk that errors or irregularities in amounts that would be material in relation to the basic financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions.

We will review the status of this letter during our next audit engagement. We will be pleased to discuss them in further detail at your convenience or to perform any additional study of these matters. We thank the Authority's staff for its cooperation on this audit.

Fechter & Company
Certified Public Accountants



Sacramento, California
January 8, 2018

EASTERN SIERRA TRANSIT AUTHORITY
Required Communications
For the Year Ended June 30, 2017

The Auditor's Responsibility under U.S. Generally Accepted Auditing Standards

As stated in our engagement letter dated September 5, 2017, our responsibility, as described by professional standards, is to plan and perform our audit to obtain reasonable, but not absolute assurance that the financial statements are free of material misstatement and are fairly presented in accordance with U.S. generally accepted accounting principles. Because an audit is designed to provide reasonable, but not absolute assurance and because we did not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us.

In planning and performing our audit, we considered the Authority's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting.

As part of obtaining reasonable assurance about whether the Authority 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. However, providing an opinion on compliance with those provisions was not an objective of our audit.

Significant Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application. The significant accounting policies used by the Authority are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the Authority during the year that were both significant and unusual, and of which, under professional standards, we are required to inform you, or transactions for which there is a lack of authoritative guidance or consensus.

Internal Control Related Matters

In any smaller entity, whether private enterprise or a governmental agency, the lack of segregation of duties can present potential issues in regards to the perpetuation and concealment of fraud. Even with a seemingly perfect segregation of duties frauds can be perpetuated and concealed.

California Government Code Section 12422.5 requires the State Controller's office to develop internal control guidelines applicable to each local agency by January 1, 2015. The intent of the legislation is to assist local agencies in establishing a system of internal control to safeguard assets and prevent and detect financial errors and fraud. To this end, the State Controller's Office has produced a draft of control guidelines for local Agencies. As the Authority contemplates changes to its system of internal control, we advise in utilizing these guidelines when developing internal procedures to assist with your internal control processes.

EASTERN SIERRA TRANSIT AUTHORITY
Required Communications
For the Year Ended June 30, 2017

The State Controller's office has defined internal controls into five components that work together in an integrated framework. Their guidelines were adopted from the definitions and descriptions contained in *Internal Control – Integrated Framework*, published by the Committee of Sponsoring Organizations of the Treadway Commission (COSO). The components are:

- Control Environment
- Risk Assessment
- Control Activities
- Information and Communication
- Monitoring Activities

The objective of *control environment* is the set of standards, processes, and structures that provided the basis for carrying out internal control across the entity. The governing board and management establish the “tone at the top” regarding the importance of internal control, including expected standards of conduct which then cascade down through the various levels of the organization and have a strong effect on the overall system of internal control.

A Authority's *Risk Assessment* process includes how management identifies risks (including fraud risk) relevant to the preparation and fair presentation of the financial statements in accordance with the Authority's applicable financial reporting framework. In addition, this would also involve areas of business and operational risk which could potentially affect the Authority's finances on a go-forward basis.

Control Activities are in reference to establishing policies and procedures that achieve management directives and respond to identified risks in the internal control system. These are specific procedures designed to perform a secondary review of internal processes that will allow for segregation of duties and a management level review of processed transactions.

Information and Communication are the Authority's methods of identifying what information is relevant to present to management and the board to assist the Authority in making the correct decisions. It also is in reference to the Authority's internal processes of gathering and summarizing that information.

Monitoring involves evaluating the effectiveness of controls on an on-going basis and taking remedial actions when necessary when identified by the other control procedures in place. On-going monitoring activities often are built into the normal recurring activities of a local government and include regular management and supervisory activities.

There is no catch-all for finding all instances of fraud within any entity, whether public or private. One of the key factors in helping prevent fraud is to encourage ethical behavior at all levels of the organization, i.e., “tone at the top”. Another key would be to note instances of abnormal behavior of finance or accounting staff when questioned about Authority financial matters.

EASTERN SIERRA TRANSIT AUTHORITY
Required Communications
For the Year Ended June 30, 2017

The Authority should remember that they have outside resources available in the case of fraud – they are able to contact the Authority auditor, their attorney, or the county auditor-controller should anyone feel there is a risk of fraud or abuse.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate(s) affecting the financial statements were:

- Accrual and disclosure of compensated absences
- Capital asset lives and depreciation expense
- Calpers actuarial study of annual required contributions

Audit Adjustments

For purposes of this letter, professional standards define an audit adjustment as a proposed correction of the financial statements that, in our judgment, may not have been detected except through our auditing procedures. An audit adjustment may or may not indicate matters that could have a significant effect on the Authority’s financial reporting process (that is, cause future financial statements to be materially misstated). The following audit adjustments, in our judgment, indicate matters that could have an effect on the Authority’s financial reporting process:

- Reclassification of certain items
- Posting the adjustments to the net pension liability

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the financial statements or the auditor’s report. We are pleased to report that no such disagreements arose during the course of our audit.

Consultations with Other Independent Auditors

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the governmental unit’s financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

EASTERN SIERRA TRANSIT AUTHORITY
Required Communications
For the Year Ended June 30, 2017

Issues Discussed Prior to Retention of Independent Auditors

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing our audit.

March 12, 2018

STAFF REPORT

Subject: PTMISEA Rolling Stock Order Modification Approval

Initiated by: John Helm, Executive Director – Eastern Sierra Transit

BACKGROUND

At the October 3, 2016, LTC meeting, the Commission approved Resolution R16-13 authorizing \$183,936 in Public Transportation Modernization, Improvement, and Service Enhancement (PMISEA) funds for the purchase of rolling stock.

ANALYSIS/DISCUSSION

The Mono LTC's approval of Resolution R16-13 authorized the purchase of rolling stock and authorized the Eastern Sierra Transit Authority Executive Director to complete all required documents of the PTMISEA program. The staff report accompanying that action identified that the \$183,936 was proposed for the purchase of one Class-B, and one Class-C ADA-accessible cutaway bus. Subsequent to that time, and in relation to the expansion of the 395 Routes to provide service north to Reno and south to Lancaster five days per week, ESTA staff has determined that the PTMISEA funds would be more valuable if used for the purchase of an additional Class-E bus, such as are used on the Reno and Lancaster routes. The service expansion has added in excess of 62,000 miles per year to the miles operated by the existing Class-E fleet. Also, in support of this determination it has been recognized that all of the Class-B and Class-C buses in service in Mono County are relatively new, and there is no pressing need for this size bus at this time.

Based upon this information, an order modification is being finalized with Creative Bus Sales, the authorized dealer through the CalACT/MBTA purchasing cooperative program for all three bus types (Class B, C, and E), to change the order to one Class-E bus. It is anticipated that the purchase price will fall within the \$183,936 in available PTMISEA funds, however, if additional funds are needed, any balance would be paid with available State Transit Assistance (STA) funds that are restricted to capital programs.

RECOMMENDATION

The Commission is requested to approve the proposed PTMISEA rolling stock modification to purchase one Class-E bus in lieu of the previously approved two cutaway buses.