



Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration
525 South Main Street, Ste. G
Ukiah, CA 95482
(707) 263-7868

Operations
P.O. Box 698
Lower Lake, CA 95457
(707) 994-3384

DATE: August 9, 2023
TIME: 9:30 a.m. (or once the Lake Area Planning Council Meeting Adjourns)
PLACE: City Council Chambers
225 Park Street
Lakeport, California

Audioconference

Dial-in number: 1 (669) 900-6833 / Meeting ID: 891 1837 1209# Passcode: 024592

***Zoom link provided to the public by request.**

Public comments will be accepted in person and through teleconference during the meeting on any agenda item when public comment is invited by the Chair.

1. Call Meeting to Order
2. Roll Call

PUBLIC EXPRESSION

3. Public input on any unmet transit need or any other item within the jurisdiction of this agency, but which is not otherwise on the agenda

CONSENT CALENDAR

4. Approval of Minutes of the June 7, 2023 Meeting
Review and proposed approval

REGULAR CALENDAR

5. Fiscal Year 2023/24 Budget Amendment No. 1
Review and proposed approval
6. Resolution No. 2023-24-01 Approving the Project List for FY 2023/24 California State of Good Repair Program
7. Annual Report
Review and proposed approval

REPORTS

8. LTA Program Manager's Report
9. Paratransit Services' Report
10. Lake Links Update
11. Announcements

ADJOURN

PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake Transit Authority Administrative office at (707) 263-7868, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendaized, Lake Transit Authority may adjourn to a closed session to consider litigation or personnel matters (i.e., contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: August 3, 2023



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LAKE TRANSIT AUTHORITY

(DRAFT) MEETING MINUTES

Wednesday, June 7, 2023

Location: Board Chambers

14050 Olympic Dr, Clearlake, CA 95422

Present

Stacey Mattina, City Council Member, City of Lakeport

Russ Cremer, Council Member, City of Clearlake

Russell Perdock, City of Clearlake

Bruno Sabatier, Supervisor, County of Lake

Chuck Leonard, Member at Large

Moke Simon, Supervisor, County of Lake

Absent

Tim Warnement, Member at Large

Kenneth Parlet, Council Member, City of Lakeport

Also Present

Lisa Davey-Bates, Executive Director – Lake Transit Authority

Alexis Pedrotti, Project Manager – Lake Transit Authority

James Sookne, Program Manager – Lake Transit Authority

Charlene Parker, Admin. Staff – Lake Transit Authority

Jesus Rodriguez, Admin. Staff – Lake Transit Authority

Patrick Teahan, Operations Supervisor – Paratransit Services

Sam Gaytan, Assistant Project Manager – Paratransit Services

Gary McFarland, Departing Project Manager – Paratransit Services

Johnnie Lindsey, Project Manager – Paratransit Services

Laurie Fisher, Mobility Programs Manager – Lake Links

Attending via Zoom

Shari Herman, Transportation Market Lead – Faith Group Consulting

1. Call Meeting to Order

Chair Mattina called the meeting to order at 10:15 a.m.

Before proceeding with the meeting, the board took a moment of silence to remember Karl Parker.

2. Roll Call

Charlene Parker called roll. Members present: Sabatier, Simon, Perdock, Cremer, Mattina, Leonard

PUBLIC EXPRESSION

3. Public input on any unmet transit needs or any other item within the jurisdiction of this agency, but which is not otherwise on the agenda

Chair Mattina requested Public Comments.

Gary McFarland decided to present part of the Paratransit Services' report at the beginning of the meeting. It was reported that there was a larger than normal increase in ridership compared to the previous month. He also mentioned that Saturday ridership consistently remained at approximately 300 passengers. Gary then referred to the previous month's ridership, acknowledging a slight decrease during that period. It was noted that the driver situation improved significantly, with almost all drivers having completed their training and passed their tests, with one driver currently scheduled to take their test. Additionally, he highlighted that while a full-time position and four part-time positions were initially vacant, eight new drivers had recently been hired. Gary expressed enthusiasm about the ongoing training process and mentioned that four to six individuals were scheduled for pre-conditional drug testing. It was anticipated to have a surplus of drivers once training was completed. Gary acknowledged that there were ongoing customer complaints, most of which were related to two specific drivers. The complaints were being addressed, and efforts were being made to resolve the issues and foster better teamwork.

Lisa Davey-Bates and Moke Simon leave at 10:36am

CONSENT CALENDAR

4. Approval of Minutes of the May 10, 2023, meeting (Draft)

Director Sabatier made a motion to approve the Consent Calendar. The motion was seconded by Director Perdock and carried unanimously.

REGULAR CALENDAR

5. Presentation of Draft FY 2023/24 LTA Operations & Capital Budget

James presented the 2023/24 LTA Operations & Capital Budget, pointing out that it was largely identical to the version introduced last month. James highlighted several adjustments, notably within the LTF funds which experienced a reduction of around \$16,000. To preserve the balance between operating funds and expenses, James confirmed that these changes were accurately incorporated into the budget. Further details about carryover amounts for multiple funds will be shared once the current year's books are finalized. Additionally, the board was informed about the intention to propose the budget's first amendment in August.

Director Sabatier made a motion to approve the changes in the FY 2023/24 LTA Operations & Capital Budget. The motion was seconded by Director Cremer and carried unanimously.

6. 2022/23 Lake Transit Authority Third Quarter Report

James provided an overview of the ridership data and noted that overall ridership for the year had increased 19%. However, there was a slight dip between the second and third quarters. James explained that this was expected, as the winter months typically experience lower ridership. It was also mentioned that the region had experienced some inclement weather in March, resulting in ride cancellations for a few days. James then shared the figures regarding the cost of revenue hour. He pointed out that the

cost had decreased from \$94.24 in FY 2021/22 to \$90.47 in FY 2022/23. He acknowledged that this decrease was expected since there were more service hours in the current fiscal year compared to the previous one. James briefly mentioned that there were several pages of data available for further review if desired.

Director Sabatier asked about what changes were made to Route 12. James clarified that adjustments had been made to Route 12 based on the transit development plan update and recommendations received from the board. He explained that they had focused on aligning the stops and adjusting the departure time by half an hour to balance the gaps between stops. James emphasized that the route itself remained the same; only the order and timing of stops had been modified. He mentioned that the changes had been implemented recently and initial feedback from passengers was positive.

Director Cremer made a motion to approve the 2022/23 Lake Transit Authority Third Quarter Report. The motion was seconded by Director Perdock and carried unanimously.

7. Operations and Maintenance Amendments (No. 7 & 8) with Paratransit Services

James explained that a proposal had been received from Paratransit Services for the fourth extension out of five available in the contract in Amendment 7. Additionally, James mentioned that Amendment 8 proposed the continuation of the \$1.50 per hour bonus for Paratransit Services, irrespective of the contract extension. It was mentioned that negotiations for the fourth extension began earlier this year between Lake Transit Authority and Paratransit Services. As there won't be a state minimum wage increase in the upcoming year, the cost proposal for this extension is based on the increase in the U.S. Average Consumer Price Index (CPI-U). The most recent negotiated cost proposal by Paratransit Services reflects a 6.5% increase (per the CPI-U), amounting to \$180,933.68. The proposed contract for 2023/2024 would have a maximum annual price of \$2,971,111.56. James mentioned that Caltrans approval of the amendments was required before they could be executed. A market rate analysis was conducted to meet Caltrans' requirements and the results were sent to Caltrans for review. James expressed confidence that there would be no issues with the market analysis, as feedback had been received from various agencies. The revenue and cost per hour among these agencies ranged from \$68.05 to \$105.96. Additionally, Paratransit provided data from other agencies they worked with statewide, which revealed an average cost per revenue hour ranging from \$70.91 to \$91.78. Based on the analysis, Lake Transit Authority's cost per hour fell in the middle range. James emphasized that the proposal received from Paratransit Services was considered fair and equitable.

Director Sabatier raised a question about the duration and availability of funding for the \$1.50 COVID bonus. They expressed support for providing incentives to retain drivers and acknowledged that emergencies related to COVID had subsided. James provided clarification on the extension of the bonus and its duration. James explained that the original agreement for the previous year had a duration of one year. However, the name "COVID" was retained to indicate the use of COVID-related funding. James confirmed that the extension of the bonus was for one year, as stated at the beginning of the document.

Director Cremer made a motion to Approve the following: one-year extension through Amendments No. 7 between Lake Transit Authority and Paratransit Services to provide continued Management, Operations, and Maintenance Services for a period of July 1, 2023 through June 30, 2024; the \$1.50/hr COVID bonus for FY 23/24 through Amendment No. 8. The motion was seconded by Director Sabatier and carried unanimously.

8. Professional Consulting Services between Mark Wall & Lake Transit Authority

James explained that the Lake Transit Authority had been utilizing the professional consulting services of Mark Wall since his official retirement. Mark possessed valuable historical knowledge, and while the services had been utilized more frequently in the past, there had been a decrease in recent times. James noted that no invoices had been received from Mark Wall in the previous year. However, considering that the last extension for operations was approaching, an RFP would be necessary in the future. In the meantime, the agreement with Mark was being renewed for the current fiscal year on the same terms as the previous year.

Director Sabatier made a motion to Approve Professional Consulting Services between Mark Wall & Lake Transit Authority. The motion was seconded by Director Perdock and carried unanimously.

9. LTA Program Manager's Report

James reported on the changes made to Route 12 and expressed satisfaction with the outcome. He indicated that he would provide further details on the route changes. James mentioned the Transit Hub project, explaining that he had intended to deallocate the remaining environmental funds at the June meeting for the California Transportation Commission (CTC). However, the CTC informed him that deallocation would require the readiness to allocate the rest of the funds. He expressed the need to revisit this matter in the future.

REPORTS

10. Paratransit Services' Report

Gary McFarland acknowledged the outstanding work of Steve and Jesse in keeping the buses on the road but mentioned that they had been experiencing some challenges with bus maintenance. Director Mattina shared an incident where she had witnessed a bus being towed, emphasizing that the situation had been concerning due to posing significant future challenges. Gary also mentioned the need for contingency plans, such as having a spare bus available and potentially using school buses temporarily. Gary concluded by reiterating the importance of being transparent about the bus situation and expressing confidence that they would manage it effectively. Gary shared the news of three new promotions within the Lake Transit Authority. Johnny was appointed as the new project manager, Patrick as the operations manager, and Sam as the assistant project manager. Gary expressed gratitude for being part of a workplace where he enjoyed coming every day and mentioned that the positive changes would persist even after his departure. The board thanked Gary for his exceptional work and commended him for leaving the organization in a much better state.

11. Lake Links Update

Laurie Fisher reported that the Pay Your Pal program was functioning well, with regular payouts and approximately 14,000 miles reimbursed each month. Additionally, seven new riders had applied to the program during the current month. Laurie announced that insurance was finally secured for a volunteer driver program and training for drivers will follow. Laurie then mentioned the website was going under some rebranding to match other promotional materials. The Medi-Links program and its scheduling process would be turned over to Paratransit Services, while Lake Links would continue handling the referrals and eligibility. Director Sabatier gave a standing ovation giving his gratitude to Laurie and her team.

12. Announcements

None.

ADJOURN

Chair Mattina adjourned the Lake Transit Authority meeting at 10:55 AM.

Respectfully Submitted,

DRAFT

Jesus Rodriguez-Garcia, Administrative Assistant



LAKE TRANSIT AUTHORITY STAFF REPORT

TITLE: 2023/24 LTA Budget – Amendment #1

DATE PREPARED: August 2, 2023

MEETING DATE: August 9, 2023

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

Attached to this staff report you will find the first amendment to the 2023/2024 Lake Transit Authority Budget. This amendment identifies year end totals for revenues and expenditures as well as decreases of \$12,710 and \$298 in State Transit Assistance (STA) and State of Good Repair (SGR) funds, respectively. The STA and SGR funds identified in the budget adopted at the June meeting were based on the February estimate from the State Controller's Office (SCO). The SCO released an updated estimate on August 1 that identified the decreases found in this amendment.

The projected fare revenues and fuel expenditures were increased based on FY 2022/23 data. Additionally, the amount of SGR carryover was adjusted to reflect the amount currently available for the FYs 21/22 and 22/23 projects.

I would be happy to answer any questions at the Board Meeting on August 9, 2023.

ACTION REQUIRED: Approval of Amendment #1 to the FY 23/24 Lake Transit Authority Budget

ALTERNATIVES: None.

RECOMMENDATION: Approval of Amendment #1 to the FY 2023/24 Lake Transit Authority Budget to allow for the continued operation of LTA.

Lake Transit Authority
2023/24 Budget
1st Amendment

REVENUE		2022/23 Budget	2022/23 Estimated Actual	2023/24 Budget	Notes
7401	Passenger Fares	\$ 109,372.00	\$ 130,951.47	\$ 137,498.55	1
	Intercity Passenger Fares	\$ 107,728.00	\$ 120,011.92	\$ 126,012.60	1
7402	Special Transit Fares	\$ 23,351.00	\$ 12,054.72	\$ 10,973.80	1,2
7406	Auxilliary Transportation Revenues	\$ 84,210.00	\$ 122,210.47	\$ 81,000.00	3
7407	Non-Transportation Revenue				
	APC Planning Work Program Reimbursement				
	Miscellaneous Revenue		\$ 26,400.00	\$ 26,400.00	
7409	Local Cash Grants & Reimbursements				
	Local Transportation Fund	\$ 849,540.00	\$ 849,540.00	\$ 977,181.00	4
	LTF Carryover (unearned revenue)				
7411	State Cash Grants & Reimbursements				
	State Transit Assistance	\$ 866,635.00	\$ 866,635.00	\$ 868,546.00	5
	State of Good Repair	\$ 109,382.00	\$ 90,392.93	\$ 113,247.00	5
	State of Good Repair Carryover	\$ 116,771.00	\$ 16,718.84	\$ 209,407.00	
	Proposition 1B - PTMISEA Carryover	\$ 149,913.00	\$ -	\$ -	
	Low Carbon Trans.Oper. Program (LCTOP) 18-19	\$ 127,647.00	\$ -	\$ 127,647.00	6
	Low Carbon Trans.Oper. Program (LCTOP) 19-20	\$ 102,736.00	\$ -	\$ 102,736.00	6
	Low Carbon Trans.Oper. Program (LCTOP) 20-21	\$ 69,466.00	\$ -	\$ 69,466.00	6
	Low Carbon Trans.Oper. Program (LCTOP) 21-22	\$ 164,139.00	\$ 164,139.00	\$ 164,139.00	6
	Low Carbon Trans.Oper. Program (LCTOP) 22-23	\$ -	\$ -	\$ 173,882.00	
	Transit & Intercity Rail Capital Program (TIRCP)	\$ 231,125.15	\$ 101,303.07	\$ 144,367.08	
7413	Federal Cash Grants & Reimbursements				
	Section 5310 - 2022	\$ 386,459.00	\$ 208,092.53	\$ 375,000.00	7
	Section 5311 Annual Apportionment	\$ 528,396.00	\$ -	\$ 538,964.00	
	Section 5311(f) Operating Assistance	\$ 500,421.44	\$ 629,898.64	\$ 507,220.00	
	Section 5311(f) CARES Act Phase 1	\$ 90,767.00	\$ 90,767.07	\$ -	
	Section 5311 CARES Act Phase 2	\$ 277,496.00	\$ 277,495.63	\$ -	
	Section 5311(f) CARES Act Phase 2	\$ 495,482.00	\$ 432,144.26	\$ 63,338.00	
	Section 5311 CRRSAA	\$ 1,074,575.00	\$ -	\$ 1,074,575.00	
	Section 5311 ARPA	\$ -	\$ -	\$ 640,000.00	
	Section 5311(f) ARPA	\$ -	\$ -	\$ 208,681.00	
	FTA 5339 Capital - Bus Replacement (2019)	\$ 768,578.00	\$ -	\$ 951,497.00	
TOTAL REVENUE		\$ 7,234,189.59	\$ 4,138,755.55	\$ 7,691,778.03	

Lake Transit Authority

2023/24 Budget

1st Amendment

				2022/23 Estimated			
OPERATING EXPENSE				2022/23 Budget	Actual	2023/24 Budget	Notes
50.01	Oper. Exp.	Accounting Services		\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	
50.03	Oper. Exp.	Legal Services		\$ 5,000.00	\$ 3,584.65	\$ 5,000.00	
50.04	Oper. Exp.	Management Contract -DBC		\$ -	\$ -	\$ -	8
50.04	Oper. Exp.	Management Consulting Contract - MWA		\$ 8,314.00	\$ -	\$ 8,314.00	9
50.05	Oper. Exp.	Operations Contract		\$ 1,976,753.14	\$ 1,612,570.27	\$ 2,166,102.61	10
50.05	Oper. Exp.	Operations Contract - 5311(f) - Route 30		\$ 431,879.96	\$ 657,835.05	\$ 459,268.35	10
50.05	Oper. Exp.	Operations Contract - 5311(f) - Route 40		\$ 381,544.79	\$ 430,946.12	\$ 405,740.60	10
51.05	Oper. Exp.	Operations Contract - 5310 - 2022		\$ 386,459.00	\$ 102,473.27	\$ 375,000.00	
50.10	Oper. Exp.	Printing		\$ 12,000.00	\$ 5,249.05	\$ 12,000.00	
50.11	Oper. Exp.	Promotional Materials		\$ 2,400.00	\$ 19.80	\$ 2,400.00	
50.20	Oper. Exp.	Advertising/Web Site Expenses		\$ 5,000.00	\$ 1,196.00	\$ 5,000.00	
50.21	Oper. Exp.	Promotional Campaigns/Translation		\$ 2,000.00	\$ -	\$ 2,000.00	
50.22	Oper. Exp.	Fuel		\$ 223,658.00	\$ 258,395.43	\$ 271,315.00	11
50.22	Oper. Exp.	Fuel - 5311(f) - Route 30		\$ 117,836.08	\$ 141,093.86	\$ 148,148.00	11
50.22	Oper. Exp.	Fuel - 5311(f) - Route 40		\$ 76,234.03	\$ 102,600.20	\$ 107,730.00	11
50.22	Oper. Exp.	Fuel - 5310		\$ -	\$ 21,775.87	\$ -	12
50.25	Oper. Exp.	Facility Maintenance		\$ 20,000.00	\$ 22,680.32	\$ 25,000.00	
	Oper. Exp.	Rents & Leases - Repeater Sites		\$ 8,000.00	\$ 8,308.57	\$ 8,500.00	
	Oper. Exp.	Utilities		\$ 7,000.00	\$ 6,941.90	\$ 7,000.00	
	Oper. Exp.	Fleet Maintenance		\$ 10,000.00	\$ 5,266.60	\$ 10,000.00	
	Oper. Exp.	Operating Funds Reserve		\$ 1,795,864.00	\$ 14,539.44	\$ 1,504,697.40	13
		Total Operating Expense		\$ 5,475,943.00	\$ 3,401,476.40	\$ 5,529,215.95	
CAPITAL EXPENSE							
	Capital Exp	PTMISEA Bus Purchases		\$ 149,912.60		\$ -	
	Capital Exp	SGR - 21/22 Project(s) - Bus Replacement		\$ 99,707.00		\$ 99,707.00	
	Capital Exp	SGR - 22/23 Project(s) - Transit Center		\$ 109,382.00		\$ 109,700.00	
	Capital Exp	SGR - 22/23 Project(s) - Vehicle Replacement		\$ -		\$ 113,247.00	
	Capital Exp	FTA 5339 Bus Replacement (2019)		\$ 768,578.00		\$ 951,497.00	
	Capital Exp	LCTOP Solar Canopy Project 18-19		\$ 127,647.00		\$ 127,647.00	
	Capital Exp	LCTOP Solar Canopy Project 19-20		\$ 102,736.00		\$ 102,736.00	
	Capital Exp	LCTOP Solar Canopy Project 20-21		\$ 69,466.00		\$ 69,466.00	
	Capital Exp	LCTOP Solar Canopy Project 21-22		\$ 164,139.00		\$ 164,139.00	
	Capital Exp	LCTOP Solar Canopy Project 22-23		\$ -		\$ 173,882.00	
	Capital Exp	Transit & Intercity Rail Capital Program (TIRCP)		\$ 231,125.15	\$ 86,758.07	\$ 144,367.08	
	Capital Exp	Software		\$ 35,000.00	\$ 24,500.34	\$ 40,000.00	
	Capital Exp	Equipment		\$ 64,615.00	\$ 41,693.17	\$ 12,000.00	14
	Capital Exp	Reserve (for Capital projects)		\$ 50,000.00	\$ 77,329.13	\$ 54,174.00	
		Total Capital Expense/Reserve		\$ 1,972,307.75	\$ 230,280.71	\$ 2,162,562.08	
		TOTAL EXPENDITURES		\$ 7,448,250.75	\$ 3,631,757.11	\$ 7,691,778.03	

Lake Transit Authority
2023/24 Budget
1st Amendment

NOTES

- 1 Projected fare revenue is based on FY 22-23 data plus 5%
- 2 Includes FY 19/20 LCTOP funds for Free College Fare and Summer Cruisin' Programs
- 3 Based on FY 22/23 revenue from Helen Foraker Advertising
- 4 Estimate provided by Lake APC
- 5 Based on SCO Estimate dated 8/1/2023
- 6 Project to install a solar canopy over the bus yard at the operations facility. Includes earned interest.
- 7 The 5310 grant funds the NEMT program
- 8 Administration Services for LTA are covered under Lake APC contract extension with DBC.
- 9 Based on FY 23/24 consulting contract with Mark Wall
- 10 Based on current schedules and maximum increase allowed under the current Paratransit Services contract.
- 11 23/24 projections based on FY 22/23 data plus 5%
- 12 5310 fuel costs included in the \$375,000 allocated for the 5310 operations
- 13 The operating funds reserve is based on remaining balance of funds that are not restricted to capital use. Sources include ARPA, ARPA(f), CARES II, and CRRSAA funds.
- 14 This is for ongoing hardware and software costs for the contactless payment system.



LAKE TRANSIT AUTHORITY STAFF REPORT

TITLE: State of Good Repair FY 23/24 Project List

DATE PREPARED: August 2, 2023

MEETING DATE: August 9, 2023

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

The State of Good Repair (SGR) program is a product of The Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1. This funding source is derived from a transportation improvement fee on vehicle registrations. The estimated SGR funds available for this fiscal year to Lake County is \$113,247. These funds are allocated quarterly, and receipt of the first quarter revenue depends on submitting approved SGR projects to Caltrans. The deadline for submission of the FY 23/24 SGR Project List is September 1, 2023. As part of the project submittal process, the regional entity (RTPA) must approve and submit all proposed projects from operators (LTA) to Caltrans. In years past, LTA was able to approve and submit projects on their own.

The proposed project for FY 23/24 is described in the attached project list. Staff is recommending that the FY 23/24 funds be allocated towards the purchase of four new buses.

Staff will be available at the Board meeting to answer any questions.

ACTION REQUIRED: Approval of the State of Good Repair Project List for FY 2023/24

ALTERNATIVES: None identified.

RECOMMENDATION: Approve the State of Good Repair Project List for FY 2023/24 and Resolution 23-24-1.

**LAKE TRANSIT AUTHORITY
RESOLUTION #2023-24-01**

**APPROVING THE PROJECT LIST FOR FY 2023-24
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, SGR funds are allocated by the Lake County City Area Planning Council; and

WHEREAS, these funds will be used for projects on the attached list; and

WHEREAS, in order to qualify for these funds, the Lake Transit Authority is required to submit a proposed project list to the Lake County/City Area Planning Council on an annual basis; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Lake Transit Authority hereby approves the SB1 State of Good Repair Project List for FY 2023-24; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Lake Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director or Program Manager is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

Adoption of this Resolution was moved by Director_____, seconded by Director_____, and carried on this 9th day of August 2023 by the following roll call vote:

AYES:

NOES:

ABSENT:

**WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED,
AND SO ORDERED.**

ATTEST: Jesus Rodriguez
Secretary

Stacey Mattina
Chair



Regional Entity Information

Funding Fiscal Year: 2023-24

Regional Entity :

Lake County City Council of Governments

***State of Good Repair Funding**

99313 Estimated Allocation for the Region	\$	107,747
99314 Estimated Allocation for the Region	\$	5,500
Total	\$	113,247

Contact Name:

James Sookne

Contact Phone Number:

707-263-7868

Contact Email:

jsookne@dbcteam.net

The 2019-20 Allocation Estimates can be found on the California State Controller's website:

https://www.sco.ca.gov/ard_payments_transit_2019.html

At the time of preparing this form the January 2019 allocation estimates were available. Note, we will update your allocation amounts once the SCO publishes the August allocation estimates.

***SGR** allocation estimate letter dated January 31st:

https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate_sgr_1920_january19.pdf

****STA** allocation estimate letter dated January 31st:

https://www.sco.ca.gov/Files-ARD-Payments/Transit/statetransitassistanceestimate_1920_january19.pdf

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Lake Transit Authority
2022/23
Annual Report

Executive Summary
Operating Statistics Summary
Financial Status Report

Lake Transit Authority

2022/23 Annual Report

Executive Summary

Introduction

Fiscal year 22/23 ended on a much better note than the previous year. Systemwide ridership was up nearly 26%, with fixed-route service seeing an increase of approximately 27.4%. One surprising piece of data is the ridership for Route 2, which is up approximately 164% over last year and is 1.6% higher than in FY 18/19.

On September 14, 2022, the LTA Board of Directors adopted a Mitigated Negative Declaration for the Lake County Interregional Transit Center project. This followed a 30-day public comment period, as required by CEQA guidelines, that began on August 8, 2022, and closed on September 8, thus concluding the environmental phase of the project.

In February and March of 2023, Lake County was hit with a series of winter storms that significantly impacted service over several days due to snow, icy road conditions, and flooding. Over that time, the entire system was shut down for five days and individual routes, such as Routes 2 and 3, to Cobb and Calistoga respectively, were shut down for longer. It was a chaotic time, but lessons were learned that will better prepare staff for future events.

System Performance Indicators

The bar charts on pages 3-6 illustrate system performance for the 2022/23 fiscal year. System ridership was up, increasing approximately 25.7% to 187,473 passengers. Meanwhile, Vehicle Revenue Hours increased almost 15.4% percent over the course of the year. The system Passengers Per Hour graph on page 4 shows that productivity is up compared to last year at 4.94 passengers per hour, an increase of approximately 9%. The slight increase in passengers per hour was expected since ridership increased at a faster pace than revenue hours.

The System Cost per Vehicle Revenue Hour decreased 3.9%, from \$93.18 in 2021/22 to \$89.58 in 2022/23. This change is due to the increase in revenue hours over the year. As shown on page 5, the Cost Per Passenger decreased approximately 11.8%, from \$20.56 in 2021/22 to \$18.14 in 2022/23. The Average Fare Per Passenger for 2022/23 remained the same as in 2021/22 at \$1.40.

Route Performance

The graph on page 7 illustrates the annual ridership data for fixed route and Dial-a-Ride services. Most fixed routes were up compared to last year, with increases ranging between 15.0% and 51.2%, with Route 2 being an outlier with an increase of 164.6% compared to the previous year. Dial-a-Ride saw decreases of approximately 14.2% and 29.8%, in Lakeport and Clearlake respectively. The graph on page 8 illustrates the revenue hours for fixed route and

Dial-a-Ride services. Revenue hours were up on all fixed routes, ranging from an increase of 9.5% to 36.2%. Dial-a-Ride service in Lakeport saw an increase in revenue hours of 8.7% while Clearlake saw a decrease of 12.8%. The decrease in Clearlake can be attributed to closure of the dialysis clinic. The data on Page 9 shows annual passengers per revenue hour by route, with most fixed routes seeing increases in productivity ranging 11.1% to 30.0% over last year. Two exceptions were Route 2 and the Clearlake routes, which saw an increase of 130.0% and a decrease of approximately 8.8% respectively.

Capital Improvements

In April 2023, LTA implemented the Fare Modernization and Integration Project, bringing contactless fare payment technology to the fixed route and Dial-a-Ride services. This technology allows riders to use their credit/debit cards or mobile wallets to pay their fares. As expected, early adoption of the new system has been slow, with just under 1% of riders using it during the first month and just under 2% utilizing it in June. Usage is expected to increase as a marketing campaign gets underway in FY 23/24.

Financial Summary

The last two pages of this report are the Financial Summary. It provides line-item level unaudited results for the 2022/23 fiscal year. Passenger fares came in approximately 9.4% above estimates at \$263,018.11. The operating contract came in lower than expected, approximately 3.9% below estimates. It is important to note that approximately 3.3% of the contract costs are 100% reimbursable through the COVID relief funds. Due to the rise in gasoline and diesel prices, fuel costs came in approximately 20.2% higher than estimated.

FY 2023/24 Outlook

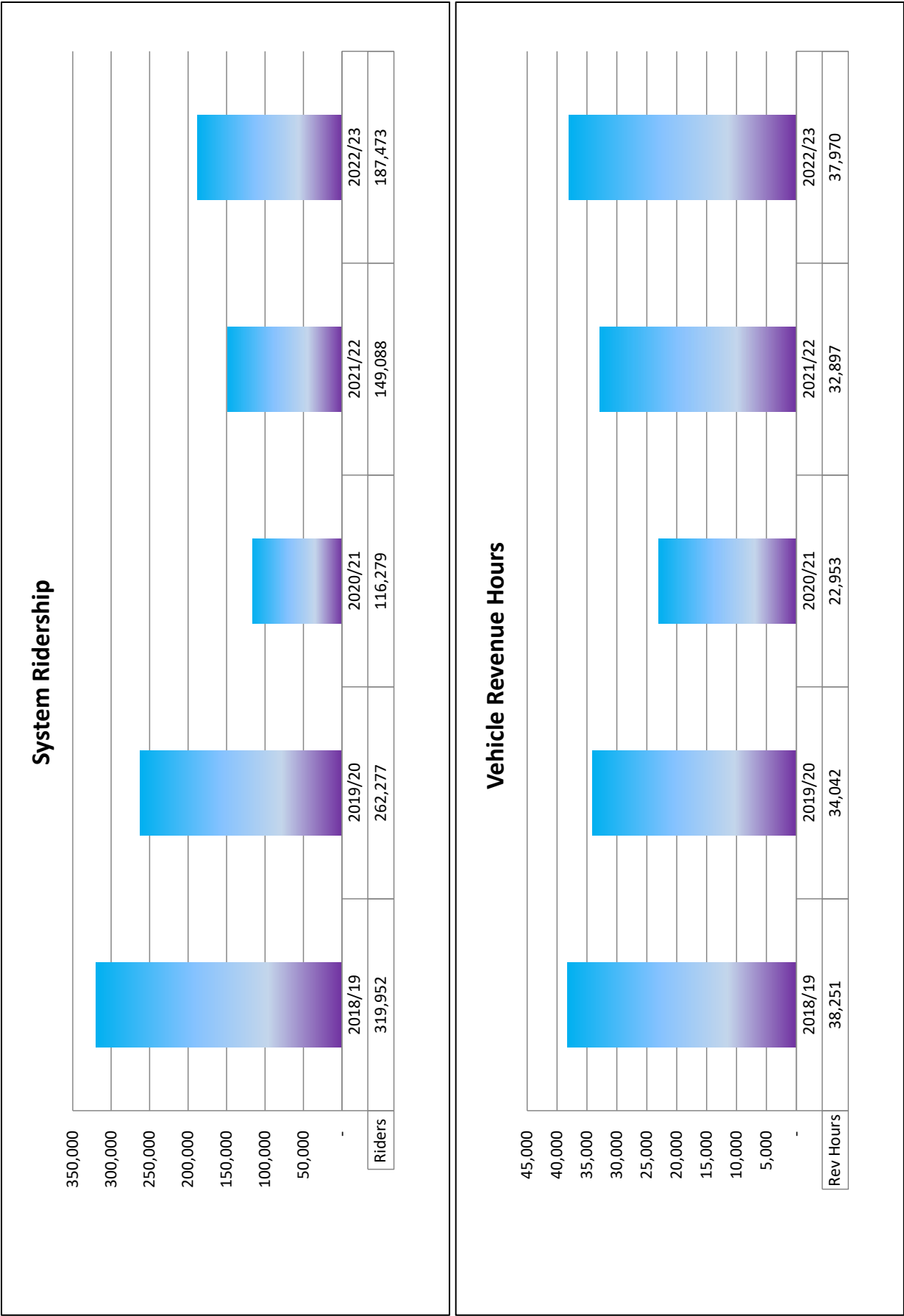
The outlook for FY 23/24 is brighter than the previous year. Ridership continues to improve as the system adjusts to the new normal. Design of the transit center and hydrogen fueling infrastructure is anticipated to begin in the second quarter. Seven new buses should arrive by the beginning of the third quarter, with an additional four anticipated to arrive by the end of the fourth quarter.

From a fiscal perspective, farebox revenues are expected to increase as ridership increases. Staff expects Local Transportation Funds (LTF) and State Transit Assistance (STA) to remain close to FY 22/23 levels and 5311/5311(f) funds to increase based on the Bipartisan Infrastructure Law. Additionally, SB 125, a trailer bill that was passed as part of the State's FY 23/24 budget, will bring almost \$8.4 million in transit funding to Lake County between FYs 23/24 and 26/27, with approximately \$3.7 million in FY 23/24. These funds can be used for projects that will help increase ridership and reduce greenhouse gas emissions.

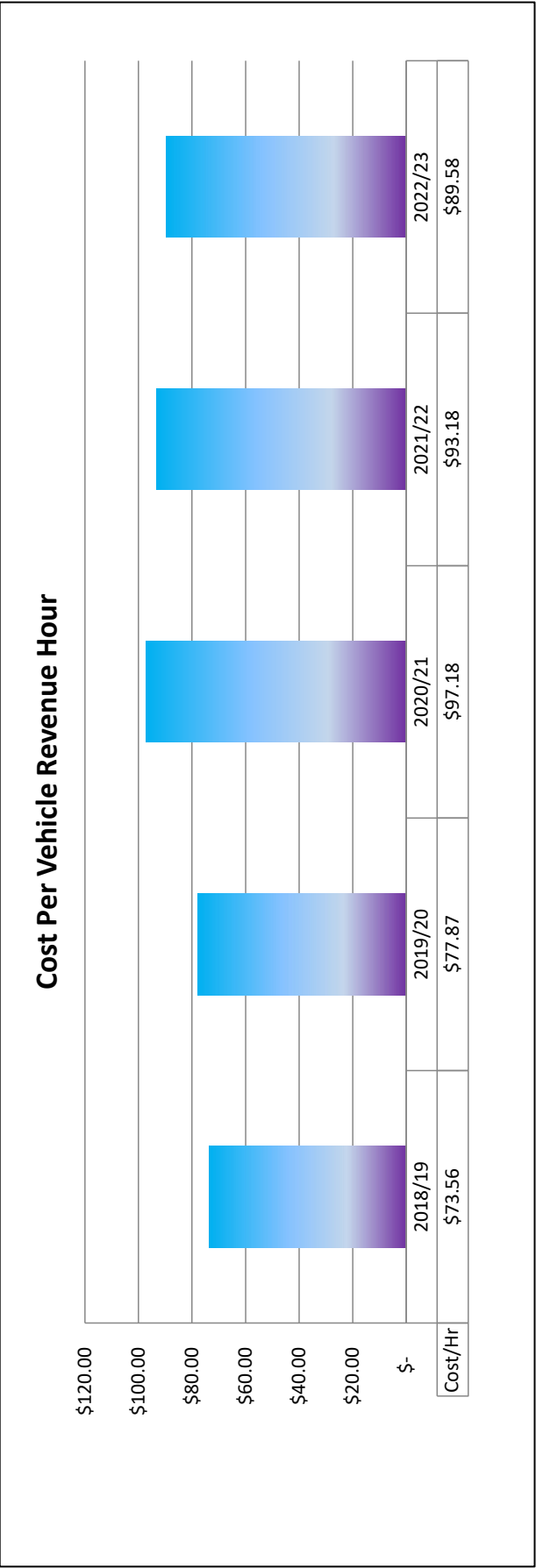
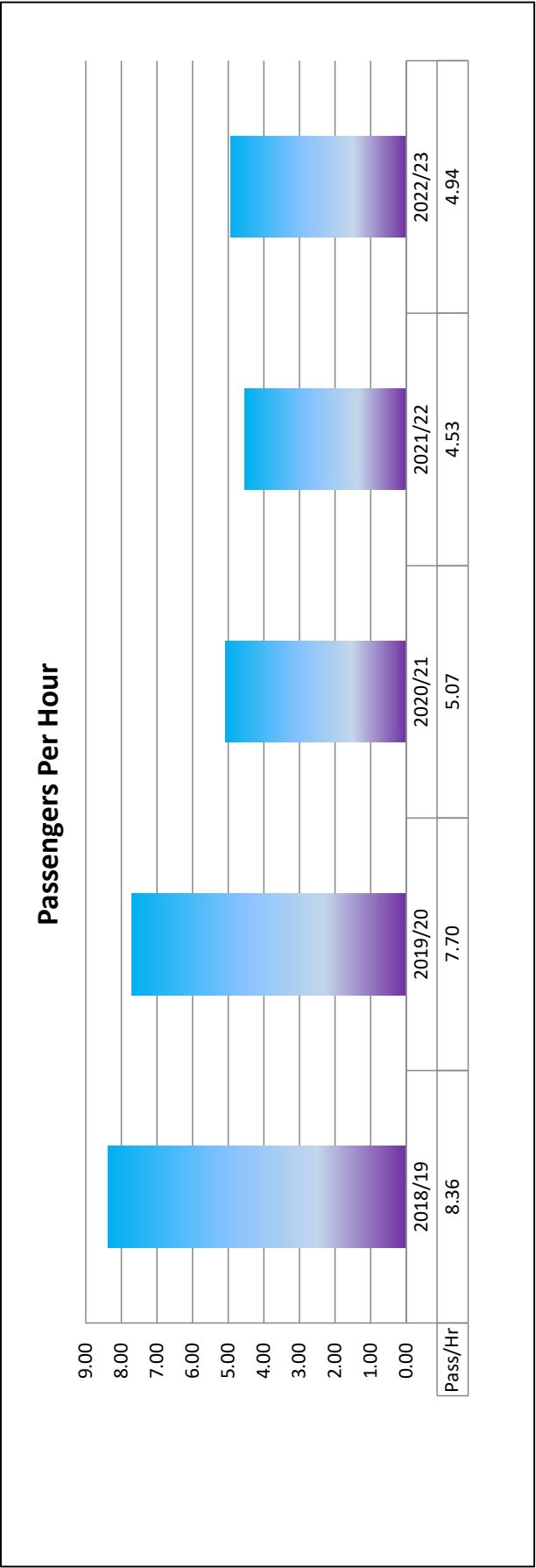
Lake Transit Authority

2022/23

System Performance Comparison



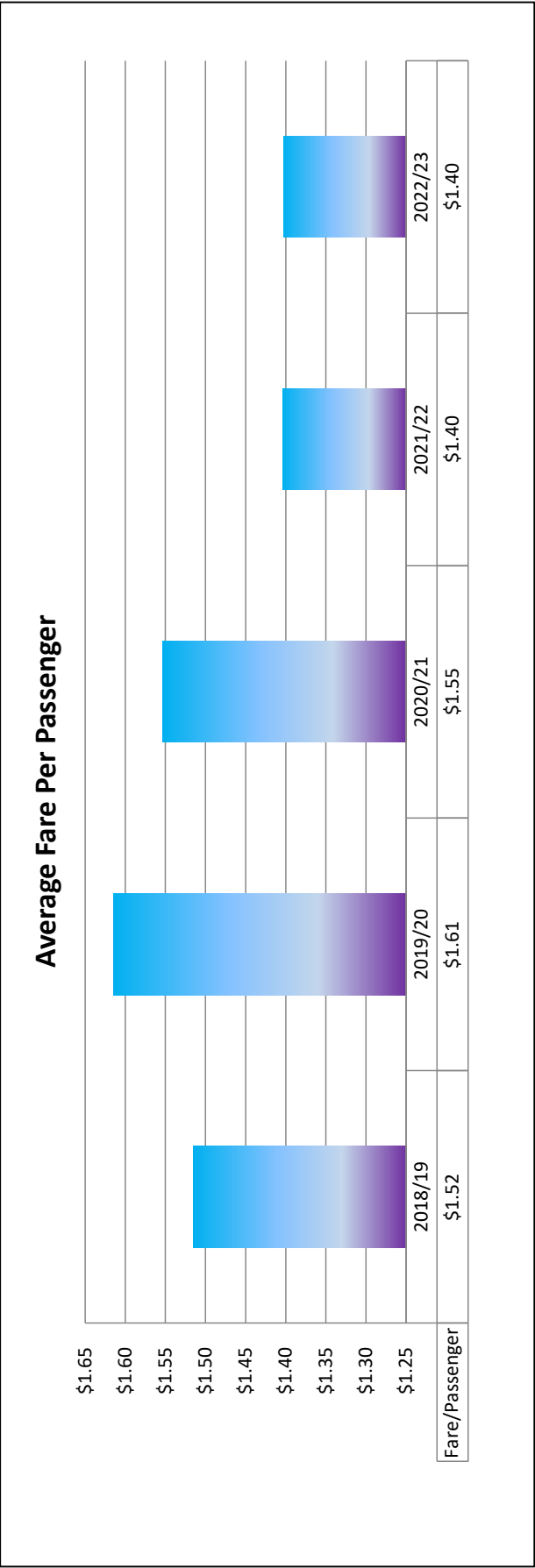
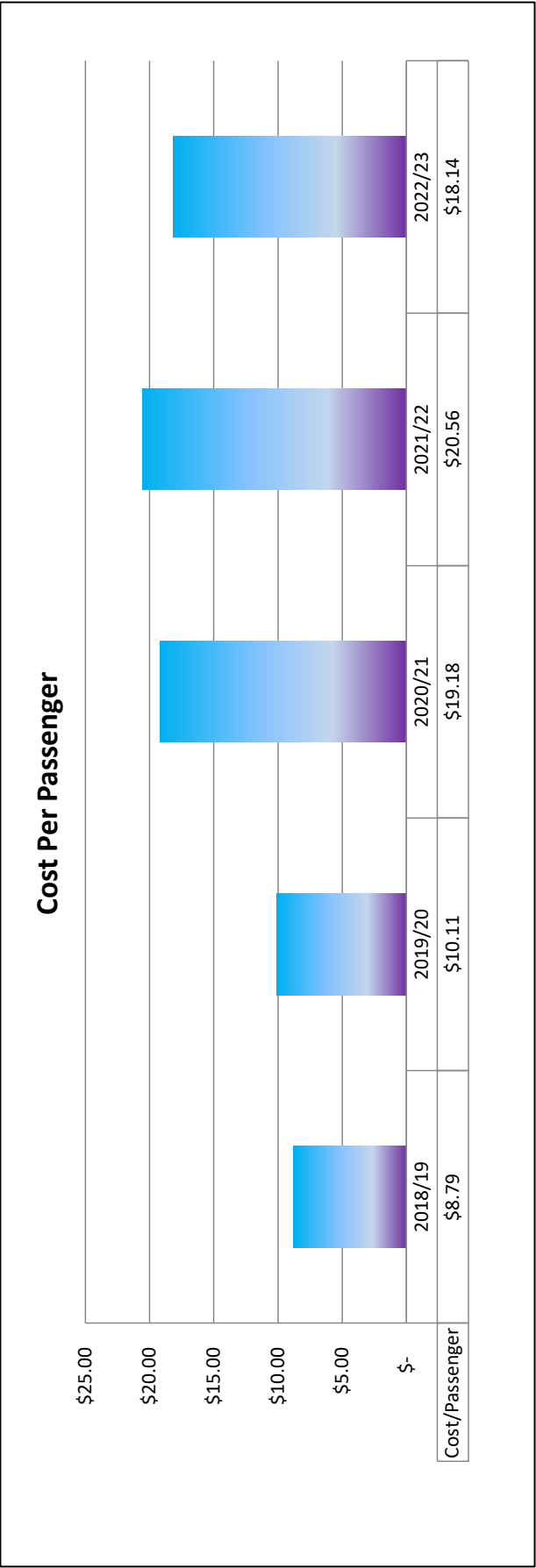
Lake Transit Authority
2022/23
System Performance Comparison



Lake Transit Authority

2022/23

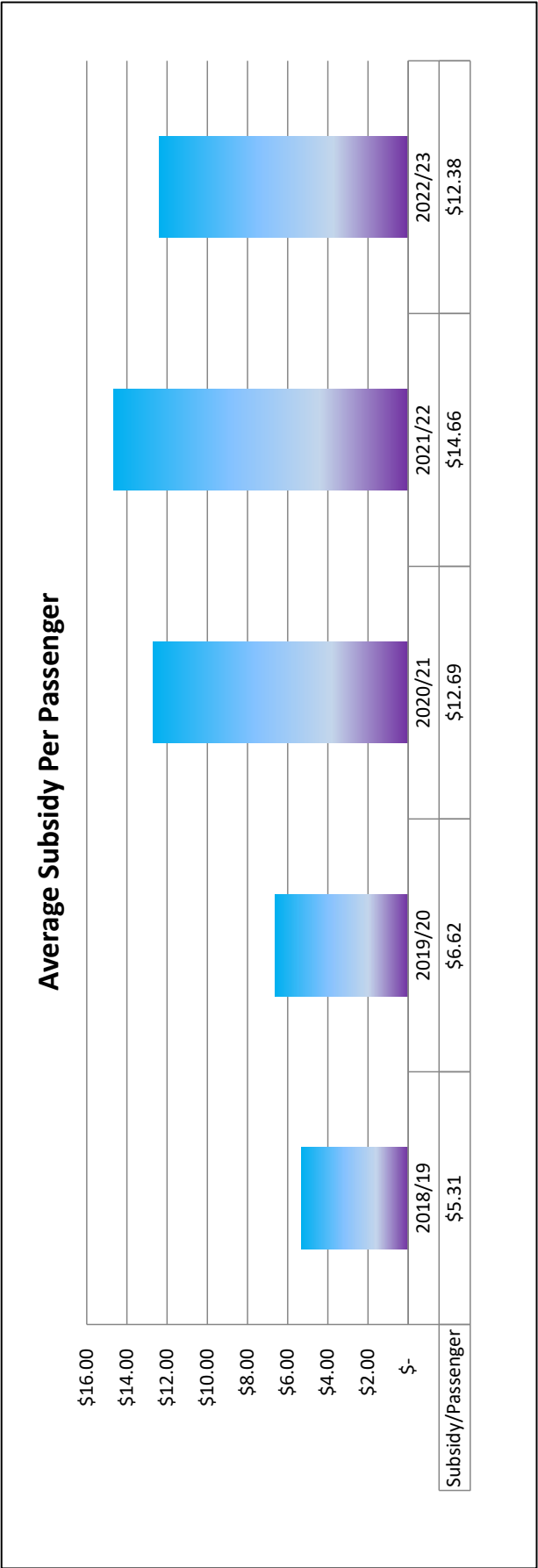
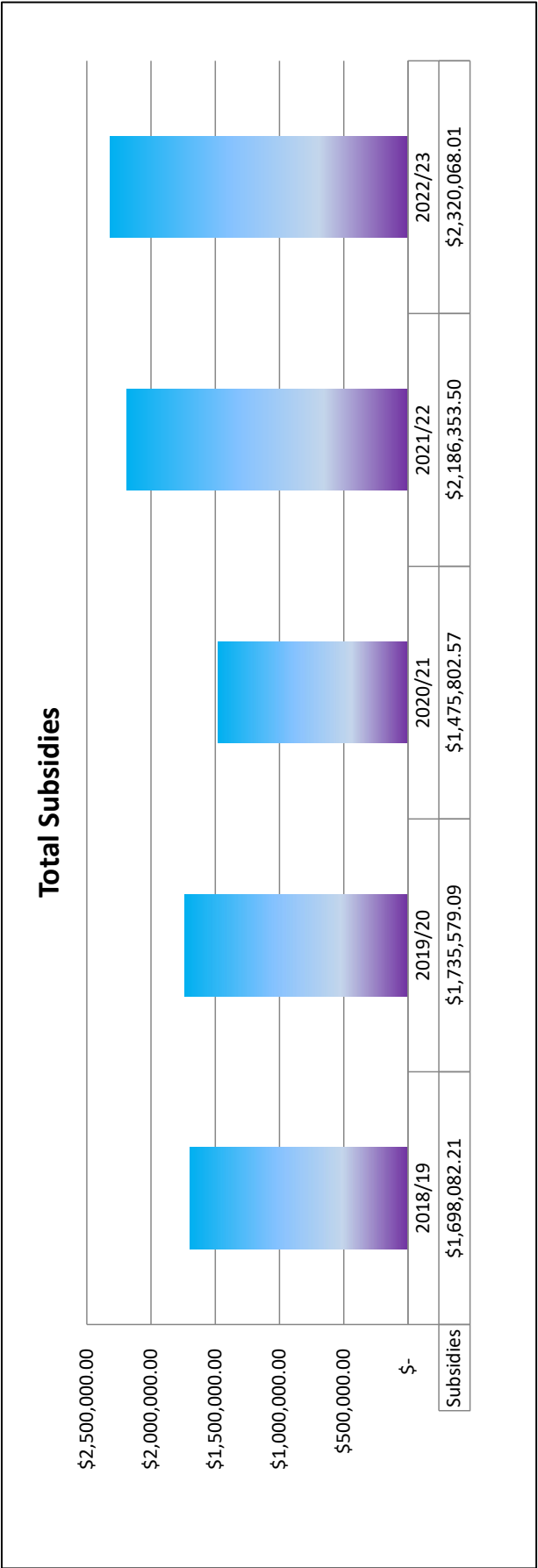
System Performance Comparison



Lake Transit Authority

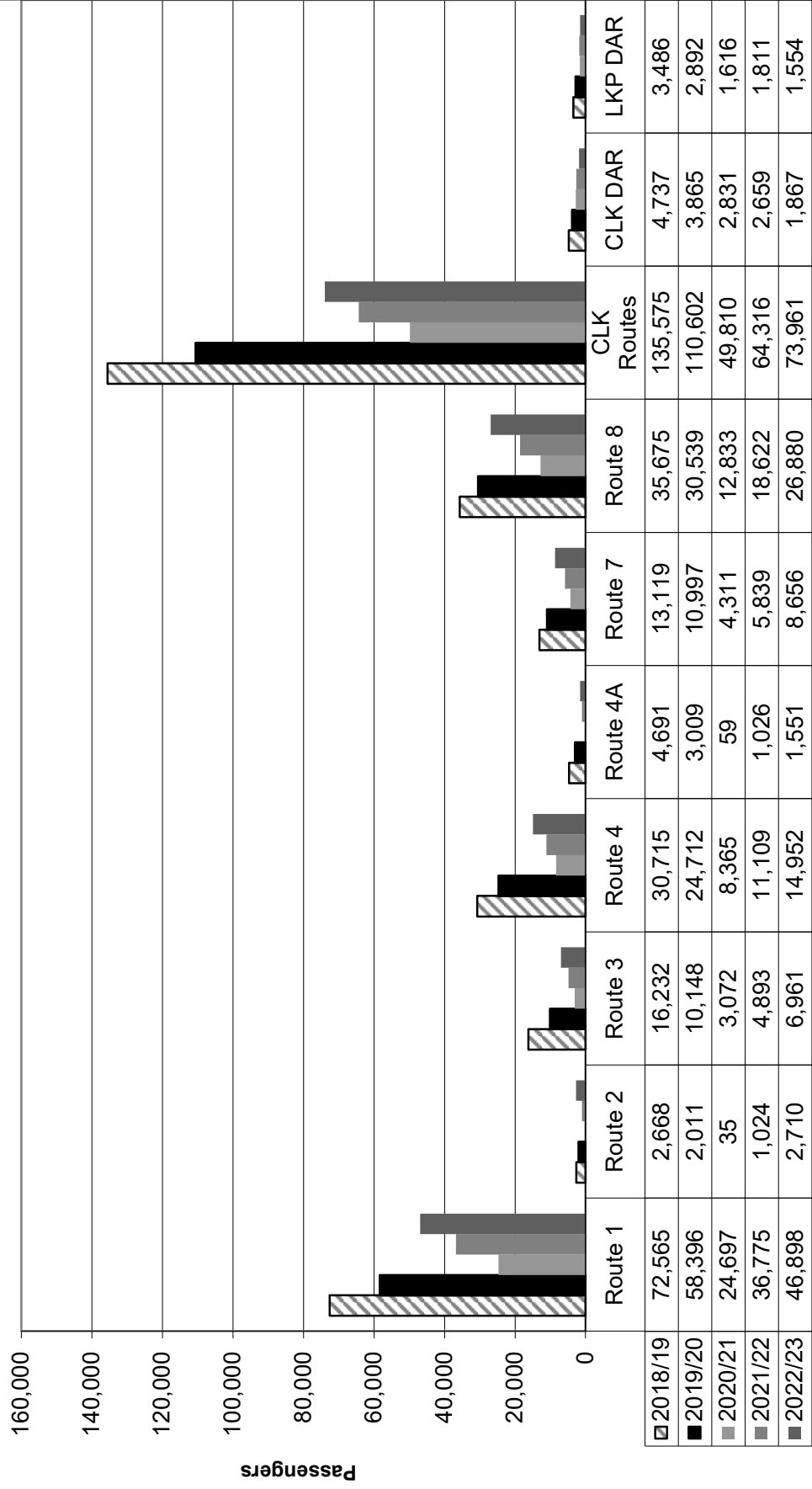
2022/23

System Performance Comparison



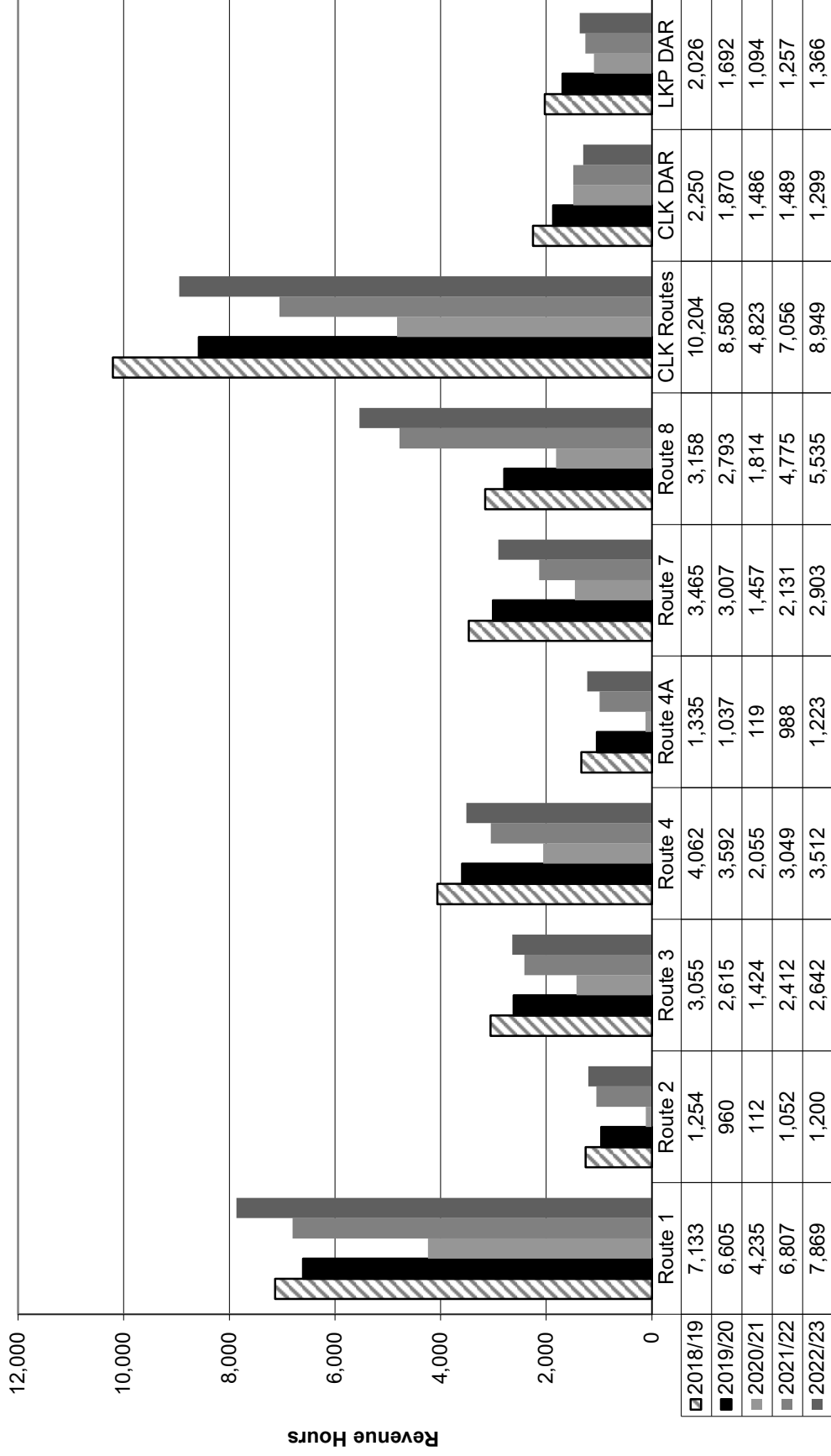
Lake Transit Authority
2022/23 Annual
Performance Report

Comparison of Ridership By Route



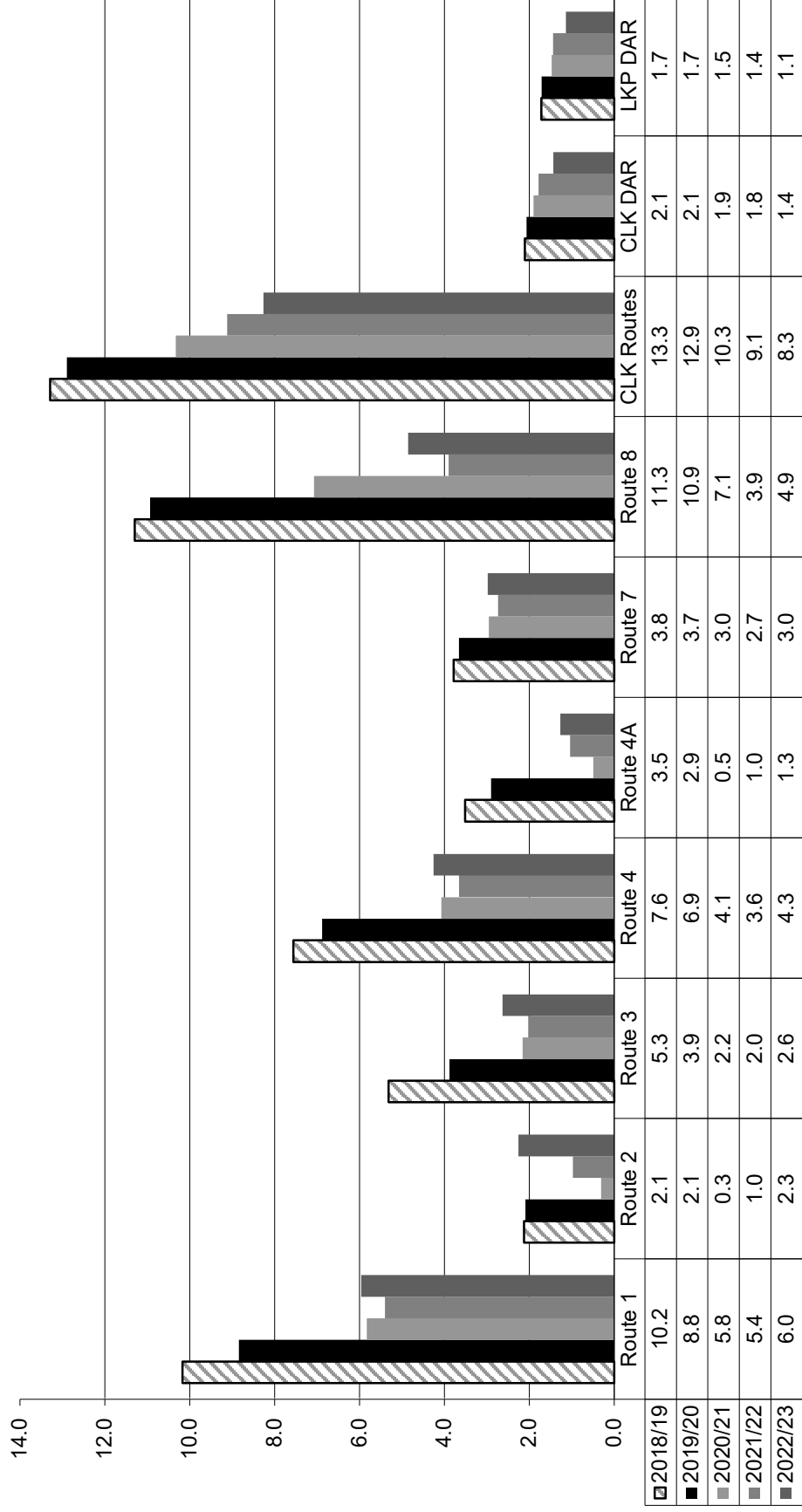
Lake Transit Authority
2022/23 Annual
Performance Report

Comparison of Annual Revenue Hours By Route



Lake Transit Authority
2022/23 Annual
Performance Report

Comparison of Passengers Per Vehicle Hour By Route



LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

System Total	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	1346	1877	1904	2108	2145	2130	2066	2048	2197	2138	2757	2364	25080
Local Senior Fare - \$0.75	1023	1210	1096	1265	1201	1167	1092	1021	1114	1274	1245	1304	14012
Local ADA Fare - \$0.75	273	310	260	349	293	276	323	272	269	349	337	266	3577
Regional Fare - \$2.25	791	1033	914	1039	867	817	830	755	987	947	1197	1024	11201
Out of Co. (Mendocino/ Napa) - \$5.00	300	446	352	402	322	313	365	278	287	275	378	357	4075
Flex Stop for ADA/Senior Local \$0.75	0	0	0	2	0	0	0	0	5	3	2	2	14
Flex Stop for ADA/Senior Regional \$1.25	0	0	0	0	0	0	2	0	0	0	0	0	2
DAR GP 1-day Advance Reserv. \$5.	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP Same Day \$10.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Senior 1-day Adv. Reserv - \$2.50	30	56	20	49	33	32	30	15	29	36	30	36	396
DAR Senior Same Day - \$3.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Disabled 1-day Adv Reserv \$2.50	34	59	62	45	59	50	51	46	28	58	77	93	662
DAR Disabled Same Day - \$3.00	0	0	1	0	0	0	0	0	0	0	0	0	1
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	147	275	352	774
Free College Fare	219	500	772	733	688	495	460	700	768	590	653	350	6928
Free/Other	359	505	460	440	417	404	354	305	392	435	525	453	5049
Base Fare Ticket Regional	130	218	130	127	212	98	125	77	177	139	265	163	1861
Base Fare Ticket Local	306	377	358	389	369	379	435	414	718	617	711	433	5506
Punch Pass	2166	2820	2810	3196	3060	3067	2805	2903	3606	3650	3841	3756	37680
Monthly Pass	2010	2991	3304	3056	3010	2704	2406	2296	3178	2760	2818	3156	33689
Weekly Pass	50	87	111	81	126	90	64	57	83	63	102	145	1059
Summer Cruisin' Youth Pass	593	1259	103	29	6	0	4	0	26	5	10	770	2805
Transfer - Lake Transit	1797	2426	2558	2883	2475	2647	2601	2367	3032	2811	3518	3574	32689
Transfer - MTA	3	4	0	0	0	0	0	2	4	0	2	2	17
Transfer - Napa VINE	27	30	53	36	32	42	14	15	32	38	35	42	396
TOTAL PASSENGERS	11,457	16,208	15,268	16,229	15,315	14,711	14,027	13,571	16,932	16,335	18,778	18,642	187,473
Bicycles	327	426	430	389	334	292	249	302	311	452	518	627	4657
Extended Stops	0	0	1	0	5	0	0	0	0	0	0	5	11
Wheelchairs	397	480	502	425	373	391	310	350	429	486	590	534	5267
CASH - CALCULATED TOTAL	\$ 6,094.25	\$ 8,328.00	\$ 7,421.50	\$ 8,429.75	\$ 7,592.50	\$ 7,353.00	\$ 7,541.25	\$ 6,771.00	\$ 7,585.50	\$ 7,779.75	\$ 9,760.00	\$ 8,897.50	\$ 93,360.50
Scheduled Hours	3263.14	3889.07	3778.36	3769.95	3634.99	3732.88	3612.06	3382.32	4105.73	3762.44	3624.87	3826.97	44382.78
Actual Revenue Hours	2468.49	3398.3	3249.09	3297.1	3057.14	3220.01	3121.69	2629.73	3513.27	3203.4	3294.31	3517.16	37969.69
Other Vehicle Hours	305.11	447.168	417.88	412.492	403.09	436.45	414.69	347.12	442.58	380.13	484.76	423.85	4915.32
TOTAL VEHICLE HOURS	2773.6	3845.468	3666.97	3709.592	3460.23	3656.46	3536.38	2976.85	3955.85	3583.53	3779.07	3941.01	42885.01
PASSENGERS PER REV. HOUR	4.64	4.77	4.70	4.92	5.01	4.57	4.49	5.16	4.82	5.10	5.70	5.30	4.94
Scheduled Miles	57440	69023	65675	66445	63509	67002	64179	60568	73658	65872	66742	68230	788343
Actual Revenue Miles	53646	75938	72181	72589	66941	71956	70148	58881	79978	72842	75552	76815	847467
Other Vehicle Miles	3364	5707	5255	5564	5022	5535	5115	4450	6030	5601	5862	5384	62889
TOTAL VEHICLE MILES	57,010	81,645	77,436	78,153	71,963	77,491	75,263	63,331	86,008	78,443	81,414	82,199	910,356
Miles Per Passenger Boarding	4.68	4.69	4.73	4.47	4.37	4.89	5.00	4.34	4.72	4.46	4.02	4.12	4.52

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Route System Total	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	1346	1877	1904	2108	2145	2130	2066	2048	2197	2138	2757	2364	25080
Local Senior Fare - \$0.75	1023	1210	1096	1265	1201	1167	1092	1021	1114	1274	1245	1304	14012
Local ADA Fare - \$0.75	273	310	260	349	293	276	323	272	269	349	337	266	3577
Regional Fare - \$2.25	791	1033	914	1039	867	817	830	755	987	947	1197	1024	11201
Out of Co. (Mendocino/ Napa) - \$5.00	300	446	352	402	322	313	365	278	287	275	378	357	4075
Flex Stop for ADA/Senior Local \$0.75	0	0	0	2	0	0	0	0	5	3	2	2	14
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	2	0	0	0	0	0	2
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	147	275	352	774
Free College Fare	219	500	772	733	688	495	460	700	768	590	653	350	6928
Free/Other	322	445	410	402	374	371	313	270	331	378	473	410	4499
Base Fare Ticket Regional	128	216	126	124	209	95	119	77	163	129	234	155	1775
Base Fare Ticket Local	306	375	358	389	369	379	435	414	718	617	710	430	5500
Punch Pass	1989	2613	2580	2994	2882	2859	2616	2728	3424	3476	3722	3578	35461
Monthly Pass	2010	2991	3304	3056	3010	2704	2406	2296	3178	2760	2818	3156	33689
Weekly Pass	50	87	111	81	126	90	64	57	83	63	102	145	1059
Summer Cruisin' Youth Pass	593	1259	103	29	6	0	4	0	26	5	10	770	2805
Transfer - Lake Transit	1797	2424	2557	2883	2474	2646	2601	2366	3032	2811	3517	3571	32679
Transfer - MTA	3	4	0	0	0	0	0	2	4	0	2	2	17
Transfer - Napa VINE	27	30	53	36	32	42	14	15	32	38	35	42	396
TOTAL PASSENGERS	11,177	15,820	14,900	15,892	14,998	14,384	13,710	13,299	16,618	16,000	18,467	18,278	183,543
Bicycles	327	426	430	389	334	292	249	302	311	280	392	504	4236
Extended Stops	0	0	1	0	5	0	0	0	0	0	0	5	11
Wheelchairs	272	311	354	301	270	274	212	247	358	153	236	195	3183
CASH - CALCULATED TOTAL	\$ 5,934.25	\$ 8,040.50	\$ 7,213.50	\$ 8,194.75	\$ 7,362.50	\$ 7,148.00	\$ 7,338.75	\$ 6,618.50	\$ 7,443.00	\$ 7,544.75	\$ 9,492.50	\$ 8,575.00	\$ 90,712.50
Scheduled Hours	2513.1	3026.6	2947.9	2972.5	2826.5	2956.5	2817.0	2667.3	3239.1	2123.71	2161.56	2086.01	32337.68
Actual Revenue Hours	2179.4	2993.3	2869.8	2955.3	2724.9	2926.3	2784.1	2358.9	3160.0	2860.11	2920.87	3099.57	33832.63
Other Vehicle Hours	251.8	415.4	389.7	377.9	374.8	408.8	389.6	326.1	416.2	264.26	379.15	297.35	4290.992
TOTAL VEHICLE HOURS	2431.18	3408.69	3259.54	3333.202	3099.71	3335.16	3173.67	2684.99	3576.17	3124.37	3300.02	3396.92	38123.622
PASSENGERS PER REV. HOUR	5.13	5.29	5.19	5.38	5.50	4.92	4.92	5.64	5.26	5.59	6.32	5.90	5.43
Scheduled Miles	57440	69023	65675	66384	63509	66989	64179	60568	73658	55080	59137	57083	758725
Actual Revenue Miles	49706	70274	66392	67786	62573	67690	65042	54749	73708	56096	60011	60200	754227
Other Vehicle Miles	3057	5333	4825	5130	4707	5173	4819	4192	5714	4296	4630	3991	55867
TOTAL VEHICLE MILES	52,763	75,607	71,217	72,916	67,280	72,863	69,861	58,941	79,422	60,392	64,641	64,191	810,094
Miles Per Passenger Boarding	4.45	4.44	4.46	4.27	4.17	4.71	4.74	4.12	4.44	3.51	3.25	3.29	4.11

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Clearlake Routes	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	637	1035	1032	1142	1091	1212	1090	1151	1189	1195	1593	1276	13643
Local Senior Fare - \$0.75	692	724	597	733	662	589	577	528	563	634	578	686	7563
Local ADA Fare - \$0.75	191	166	163	226	213	162	261	201	189	276	233	113	2394
Regional Fare - \$2.25	73	80	78	98	64	79	63	73	76	47	72	63	866
Out of Co. (Mendocino/ Napa) - \$5.00	9	14	10	16	12	12	18	6	9	10	8	9	133
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	115
Free College Fare	68	141	228	231	208	156	0	0	0	27	44	44	1032
Free/Other	165	151	131	162	172	153	125	114	131	144	148	162	1758
Base Fare Ticket Regional	12	23	8	13	95	11	6	18	21	10	23	22	262
Base Fare Ticket Local	110	131	146	188	211	160	221	177	259	197	231	173	2204
Punch Pass	994	1382	1312	1507	1557	1504	1252	1381	1682	1676	1731	1591	17569
Monthly Pass	728	1091	1306	1098	1126	928	904	794	1173	898	761	912	11719
Weekly Pass	1	1	1	1	10	1	21	3	6	16	32	32	125
Summer Cruisin' Youth Pass	313	766	54	29	6	0	4	0	4	0	0	327	1503
Transfer - Lake Transit	684	864	1003	1193	1084	1092	1107	989	1264	1125	1437	1233	13075
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	4,677	6,569	6,069	6,637	6,511	6,059	5,649	5,435	6,566	6,255	6,891	6,643	73,961
Bicycles	95	92	116	100	73	68	79	56	93	172	126	123	1193
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	1
Wheelchairs	150	156	144	132	107	106	83	112	169	213	226	176	1774
CASH - CALCULATED TOTAL	\$ 1,667.75	\$ 2,211.25	\$ 2,085.50	\$ 2,447.25	\$ 2,224.00	\$ 2,316.00	\$ 2,222.75	\$ 2,179.75	\$ 2,266.25	\$ 2,359.00	\$ 2,845.50	\$ 2,425.00	\$ 27,221.25
Scheduled Hours	803.94	924.37	908.2	923.99	892.37	914.31	863.15	807.15	984.84	877.84	627.24	914.33	10441.73
Actual Revenue Hours	607.04	783.49	766.72	795.25	744.29	790.12	740.26	635.35	835.66	762.52	657.64	830.22	8948.56
Other Vehicle Hours	83.59	111.71	101.62	107.9	94.97	109.71	97.76	78.91	104.83	90.8	80.73	93.92	1156.45
TOTAL VEHICLE HOURS	690.63	895.2	868.34	903.15	839.26	899.83	838.02	714.26	940.49	853.32	738.37	924.14	10105.01
PASSENGERS PER REV. HOUR	7.70	8.38	7.92	8.35	8.75	7.67	7.63	8.55	7.86	8.20	10.48	8.00	8.27
Scheduled Miles	9820	11224	10994	10994	10924	11287	10739	9890	12040	10788	7605	11147	127452
Actual Revenue Miles	8386	11004	10687	11006	10430	11172	10611	8807	11652	10636	9141	11496	125028
Other Vehicle Miles	784	1246	972	1006	934	1001	966	772	1019	902	849	889	11340
TOTAL VEHICLE MILES	9,170	12,250	11,659	12,012	11,364	12,173	11,577	9,579	12,671	11,538	9,990	12,385	136,368
Miles Per Passenger Boarding	1.79	1.68	1.76	1.66	1.60	1.84	1.88	1.62	1.77	1.70	1.33	1.73	1.69

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Dial-A-Ride Services Total	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25													
Local Senior Fare - \$0.75													
Local ADA Fare - \$0.75													
Regional Fare - \$2.25													
Out of Co. (Mendocino/ Napa) - \$5.00													
Flex Stop for ADA/Senior Local \$0.75													
Flex Stop for ADA/Sr. Regional \$1.25													
DAR GP 1-day Advance Reserv. \$5.	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP Same Day \$10.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Senior 1-day Adv. Reserv - \$2.50	30	56	20	49	33	32	30	15	29	36	30	36	396
DAR Senior Same Day - \$3.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Disabled 1-day Adv Reserv \$2.50	34	59	62	45	59	50	51	46	28	58	77	93	662
DAR Disabled Same Day - \$3.00	0	0	1	0	0	0	0	0	0	0	0	0	1
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	0
Free College Fare	0	0	0	0	0	0	0	0	0	0	0	0	0
Free/Other	0	12	2	2	9	1	1	0	3	3	4	4	41
Base Fare Ticket Regional	2	2	4	3	3	3	6	0	14	10	31	8	86
Base Fare Ticket Local	0	2	0	0	0	0	0	0	0	0	1	3	6
Punch Pass	177	207	230	202	178	208	189	175	182	174	119	178	2219
Monthly Pass													
Weekly Pass													
Summer Cruisin' Youth Pass													
Transfer - Lake Transit	0	2	1	0	1	1	0	1	0	0	1	3	10
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	243	340	320	301	283	295	277	237	256	281	263	325	3,421
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	125	169	148	124	103	117	98	103	71	120	128	163	1469
CASH - CALCULATED TOTAL	\$ 160.00	\$ 287.50	\$ 208.00	\$ 235.00	\$ 230.00	\$ 205.00	\$ 202.50	\$ 152.50	\$ 142.50	\$ 235.00	\$ 267.50	\$ 322.50	\$ 2,648.00
Scheduled Hours	750	862.5	830.5	797.5	808.5	776.36	795.08	715.07	866.59	760.89	836.07	826.63	9625.69
Actual Revenue Hours	186.24	270.08	240.13	239.16	224.76	205.28	216.69	176.16	189.77	188.05	225.74	302.85	2664.91
Other Vehicle Hours	53.34	31.808	28.16	34.62	28.26	27.62	25.12	21.03	26.39	25.07	24.88	32.58	358.878
TOTAL VEHICLE HOURS	239.58	301.888	268.29	273.78	253.02	232.9	241.81	197.19	216.16	213.12	250.62	335.43	3023.788
PASSENGERS PER REV. HOUR	1.30	1.26	1.33	1.26	1.26	1.44	1.28	1.35	1.35	1.49	1.17	1.07	1.28
Scheduled Miles	0	0	0	61	0	13	0	0	0	4	0	0	78
Actual Revenue Miles	1512	2364	2181	2264	1854	1758	1904	1589	1686	1761	1949	2386	23208
Other Vehicle Miles	307	374	430	434	315	362	296	258	316	403	383	504	4382
TOTAL VEHICLE MILES	1,819	2,738	2,611	2,698	2,169	2,120	2,200	1,847	2,002	2,164	2,332	2,890	27,590
Miles Per Passenger Boarding	6.22	6.95	6.82	7.52	6.55	5.96	6.87	6.70	6.59	6.27	7.41	7.34	6.78

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Route 1: North Shore Clearlake to Lakeport	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	417	443	481	546	722	570	554	505	562	497	596	505	6398
Local Senior Fare - \$0.75	132	160	204	187	241	233	244	233	254	275	273	270	2706
Local ADA Fare - \$0.75	49	61	55	62	41	68	38	34	33	36	51	61	589
Regional Fare - \$2.25	383	432	449	406	351	338	400	329	442	422	615	489	5056
Out of Co. (Mendocino/ Napa) - \$5.00	13	10	16	11	6	14	13	9	10	7	24	19	152
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	1	0	0	0	1
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	28	118	173	319
Free College Fare	85	108	121	98	74	68	63	109	132	93	135	111	1197
Free/Other	60	76	79	80	73	85	63	48	74	105	136	93	972
Base Fare Ticket Regional	39	65	42	47	38	35	56	30	52	56	95	52	607
Base Fare Ticket Local	85	107	88	109	72	123	98	87	227	197	232	147	1572
Punch Pass	435	458	546	648	584	532	645	626	827	854	881	929	7965
Monthly Pass	696	957	941	930	905	832	673	713	980	924	1016	1126	10693
Weekly Pass	4	1	3	3	10	6	4	1	10	3	8	36	89
Summer Cruisin' Youth Pass	154	256	21	0	0	0	0	0	2	0	0	240	673
Transfer - Lake Transit	455	614	589	672	610	581	601	540	691	738	840	978	7909
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	3,007	3,748	3,635	3,799	3,727	3,485	3,452	3,264	4,297	4,235	5,020	5,229	46,898
Bicycles	108	135	163	126	120	92	56	94	102	138	218	272	1624
Extended Stops	0	0	0	0	5	0	0	0	0	0	0	5	10
Wheelchairs	69	77	115	83	62	92	67	72	68	64	94	79	942
CASH - CALCULATED TOTAL	\$ 1,583.75	\$ 1,741.50	\$ 1,885.75	\$ 1,837.75	\$ 1,933.75	\$ 1,768.75	\$ 1,869.00	\$ 1,616.75	\$ 1,963.00	\$ 1,867.00	\$ 2,609.75	\$ 2,247.75	\$ 22,844.75
Scheduled Hours	535.4	615.71	622.17	617.17	588.95	613.08	576.67	539.91	658.38	697.69	631.49	609.65	7306.27
Actual Revenue Hours	522.3	694.52	670.39	696.15	630.47	679.99	643.41	547.45	723.49	651.56	705.86	703.13	7868.72
Other Vehicle Hours	47.12	86.82	76.17	77.85	73.87	75.64	69.59	59.51	79.46	78.4	95.14	82.75	902.32
TOTAL VEHICLE HOURS	569.42	781.34	746.56	774	704.34	755.63	713	606.96	802.95	729.96	801	785.88	8771.04
PASSENGERS PER REV. HOUR	5.76	5.40	5.42	5.46	5.91	5.13	5.37	5.96	5.94	6.50	7.11	7.44	5.96
Scheduled Miles	16400	18860	18420	18660	17715	18648	17562	16456	20009	17835	19174	18616	218355
Actual Revenue Miles	14390	19130	18224	18755	17288	18776	17730	14990	19993	17937	19294	19300	215807
Other Vehicle Miles	733	1088	973	1049	984	1038	970	869	1427	1516	1761	1090	13498
TOTAL VEHICLE MILES	15,123	20,218	19,197	19,804	18,272	19,814	18,700	15,859	21,420	19,453	21,055	20,390	229,305
Miles Per Passenger Boarding	4.79	5.10	5.01	4.94	4.64	5.39	5.14	4.59	4.65	4.24	3.84	3.69	4.60

LAKE TRANSIT AUTHORITY
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Route 2: Highway 175 Kit's Corner to Middletown	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	2	2	12	19	17	21	15	12	17	5	19	16	157
Local Senior Fare - \$0.75	20	11	24	27	17	30	21	12	14	12	19	7	214
Local ADA Fare - \$0.75	0	4	1	1	2	1	0	0	6	0	1	11	29
Regional Fare - \$2.25	5	17	25	27	21	34	31	22	32	28	28	23	293
Out of Co. (Mendocino/ Napa) - \$5.00	0	3	2	1	1	2	1	1	2	0	2	0	15
Flex Stop for ADA/Senior Local \$0.75	0	0	0	2	0	0	0	0	4	3	2	2	13
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	2	0	0	0	0	0	2
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	1	5	4	10
Free College Fare	0	2	2	3	0	6	7	10	20	16	26	4	96
Free/Other	4	19	34	32	19	28	23	17	29	22	39	18	284
Base Fare Ticket Regional	0	0	0	6	0	1	0	0	0	0	0	0	7
Base Fare Ticket Local	1	12	2	43	0	0	1	0	0	0	1	0	17
Punch Pass	9	47	54	88	40	34	44	30	42	47	78	58	526
Monthly Pass	18	25	79	88	40	37	38	42	38	6	7	16	434
Weekly Pass	0	9	1	0	0	0	0	0	8	0	13	1	32
Summer Cruisin' Youth Pass	2	19	4	0	0	0	0	0	0	0	0	16	41
Transfer - Lake Transit	6	18	30	44	33	58	44	43	45	65	92	62	540
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	67	188	270	293	190	252	227	191	257	205	332	238	2,710
Bicycles	0	0	0	3	0	0	1	2	3	2	12	18	41
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	0	0	0	0	1	1	0	0	0	0	4	6	12
CASH - CALCULATED TOTAL	\$ 28.75	\$ 67.00	\$ 100.00	\$ 112.00	\$ 87.75	\$ 136.00	\$ 111.75	\$ 80.00	\$ 121.25	\$ 81.50	\$ 118.25	\$ 90.75	\$ 1,132.50
Actual Revenue Hours	135.4	155.71	142.17	142.17	128.6	142.17	135.4	128.63	155.71	135.4	148.94	148.94	1699.24
Other Vehicle Hours	29.95	118.08	109.1	110.77	99.76	107.42	99.92	82.32	112.91	100.83	113.14	116	1200.2
TOTAL VEHICLE HOURS	50.86	160.89	145.66	150.75	133.74	143.32	139.28	114.28	155.42	139.16	154.76	158.28	1646.4
PASSENGERS PER REV. HOUR	2.24	1.59	2.47	2.65	1.90	2.35	2.27	2.32	2.28	2.03	2.93	2.05	2.26
Scheduled Miles	3220	3703	3381	3381	3059	3381	3220	3059	3703	3220	3542	3542	40411
Actual Revenue Miles	787	2957	2772	2742	2461	2659	2742	2081	2853	2564	2813	2848	30015
Other Vehicle Miles	604	1050	919	1006	882	941	919	808	976	959	1083	1070	11217
TOTAL VEHICLE MILES	1,391	4,007	3,691	3,748	3,343	3,600	3,397	2,889	3,829	3,523	3,896	3,918	41,232
Miles Per Passenger Boarding	11.75	15.73	10.27	9.36	12.95	10.55	10.92	10.90	11.10	12.51	8.47	11.97	11.08

LAKE TRANSIT AUTHORITY
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Route 3: Highway 29 Clearlake to Deer Park	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	5	22	22	31	21	29	24	43	47	36	41	23	344
Local Senior Fare - \$0.75	21	24	11	15	21	47	40	33	36	27	24	29	328
Local ADA Fare - \$0.75	8	14	0	6	1	3	1	7	5	2	3	1	51
Regional Fare - \$2.25	60	73	39	76	72	55	58	59	82	79	76	106	835
Out of Co. (Mendocino/ Napa) - \$5.00	111	167	129	146	142	131	173	127	143	144	196	173	1782
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	0
Free College Fare	1	9	24	17	24	20	13	14	20	26	20	26	72
Free/Other	4	18	10	8	11	22	7	12	11	14	25	10	188
Base Fare Ticket Regional	7	5	3	1	0	0	8	3	14	9	1	11	159
Base Fare Ticket Local	3	6	9	1	6	6	1	2	3	1	0	0	62
Punch Pass	34	50	57	61	48	85	87	99	86	75	100	62	38
Monthly Pass	45	65	65	61	53	61	74	71	88	72	55	75	844
Weekly Pass	17	0	0	0	5	5	0	12	17	24	15	17	785
Summer Cruisin' Youth Pass	16	17	2	0	0	0	0	0	7	1	0	0	112
Transfer - Lake Transit	45	87	62	67	40	83	55	61	96	62	114	93	102
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	865
Transfer - Napa VINE	25	30	53	36	32	42	14	15	32	38	35	42	0
TOTAL PASSENGERS	402	587	486	526	476	589	555	558	687	639	715	741	6,961
Bicycles	11	43	20	4	12	16	18	17	22	15	17	31	226
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	3	6	5	2	11	0	0	3	8	1	18	13	70
CASH - CALCULATED TOTAL	\$ 718.00	\$ 1,055.25	\$ 768.50	\$ 955.50	\$ 914.75	\$ 852.50	\$ 1,056.25	\$ 851.50	\$ 989.00	\$ 990.50	\$ 1,242.50	\$ 1,180.75	\$ 11,557.00
Scheduled Hours	239	274.85	250.95	250.95	227.05	250.95	250.07	255.82	297.05	266.95	285.38	273.91	3122.93
Actual Revenue Hours	189.22	235.58	216.74	212.8	196.85	216.82	217.72	178.93	251.01	231.9	246.03	248.62	2642.22
Other Vehicle Hours	16.62	32.29	31.1	29.05	29.55	32.26	33.92	26.61	33.12	32.01	107.3	33.78	437.61
TOTAL VEHICLE HOURS	205.84	267.87	247.84	241.85	226.4	249.08	251.64	205.54	284.13	263.91	353.33	282.4	3079.83
PASSENGERS PER REV. HOUR	2.12	2.49	2.24	2.47	2.42	2.72	2.55	3.12	2.74	2.76	2.91	2.98	2.63
Scheduled Miles	7600	8740	7980	7980	7600	7980	7964	7764	9461	8503	9085	8601	99258
Actual Revenue Miles	6118	7511	6856	6821	6181	6871	6876	5796	8081	7423	7933	7814	84281
Other Vehicle Miles	167	255	283	272	248	291	269	216	305	287	284	287	3164
TOTAL VEHICLE MILES	6,285	7,766	7,139	7,093	6,429	7,162	7,145	6,012	8,386	7,710	8,217	8,101	87,445
Miles Per Passenger Boarding	15.22	12.80	14.11	12.97	12.99	11.67	12.39	10.39	11.76	11.62	11.10	10.55	12.11

LAKE TRANSIT AUTHORITY
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Route 4: Southshore Clearlake to Lakeport													
July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL	
Local Base Fare - \$1.25	86	112	105	76	72	102	91	111	106	101	126	1161	
Local Senior Fare - \$0.75	53	71	95	65	48	39	26	35	43	37	42	582	
Local ADA Fare - \$0.75	16	8	5	16	14	7	7	12	8	16	8	136	
Regional Fare - \$2.25	220	152	222	177	147	125	118	178	193	182	153	1991	
Out of Co. (Mendocino/ Napa) - \$5.00	40	29	22	17	21	26	33	30	21	22	28	302	
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	6	9	22	37	
Free College Fare	9	23	47	61	45	74	82	84	44	47	11	588	
Free/Other	27	96	56	49	27	29	42	29	18	28	30	464	
Base Fare Ticket Regional	30	52	33	34	20	23	1	27	20	52	28	353	
Base Fare Ticket Local	19	51	36	40	25	50	46	38	29	35	20	407	
Punch Pass	120	148	162	202	163	113	107	176	191	183	214	1982	
Monthly Pass	114	250	271	281	234	218	235	311	205	288	183	2864	
Weekly Pass	2	4	21	0	13	2	2	6	0	9	1	65	
Summer Cruisin' Youth Pass	31	99	4	0	0	0	0	2	2	0	44	182	
Transfer - Lake Transit	220	323	341	335	352	297	262	386	289	332	409	3838	
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL PASSENGERS	829	1,461	1,343	1,451	1,270	1,181	1,105	1,052	1,175	1,341	1,319	14,952	
Bicycles	44	59	50	49	68	51	51	56	53	61	71	660	
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	
Wheelchairs	9	9	10	8	8	9	1	8	18	7	14	118	
CASH - CALCULATED TOTAL	\$ 470.50	\$ 854.25	\$ 686.25	\$ 815.75	\$ 639.00	\$ 572.25	\$ 573.25	\$ 569.00	\$ 716.00	\$ 694.50	\$ 701.25	\$ 8,007.25	
Scheduled Hours	301.8	347.07	336.89	336.89	328.63	335.2	316.03	297.43	319.78	347.21	340.53	3968.89	
Actual Revenue Hours	255.74	315.97	294.06	303.23	282.73	305.1	282.71	237.75	287.65	310.27	315.16	3511.87	
Other Vehicle Hours	50.52	57.41	56.58	52.64	55.88	58.43	58.55	49.86	60.61	58.16	54.83	681.38	
TOTAL VEHICLE HOURS	306.26	373.38	350.64	355.87	338.61	363.53	341.26	287.61	348.26	368.43	369.99	4193.25	
PASSENGERS PER REV. HOUR	3.24	4.62	4.57	4.79	4.49	3.87	3.91	4.42	4.08	4.32	4.19	4.26	
Scheduled Miles	8720	10028	9556	9686	9357	9672	9145	8607	9244	10024	9801	114261	
Actual Revenue Miles	7876	9671	9005	9238	8428	9141	8634	7383	8836	9554	9549	107160	
Other Vehicle Miles	412	458	429	444	454	477	442	501	476	463	408	5489	
TOTAL VEHICLE MILES	8,288	10,129	9,434	9,682	8,882	9,618	9,076	7,884	9,312	10,017	9,957	112,649	
Miles Per Passenger Boarding	9.50	6.62	6.71	6.37	6.64	7.74	7.81	7.02	7.52	7.12	7.24	7.17	

LAKE TRANSIT AUTHORITY
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Route 4A: Soda Bay Kit's Corner to Lakeport	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	0	12	19	8	5	19	28	12	18	15	25	13	174
Local Senior Fare - \$0.75	0	6	4	9	7	7	5	5	4	7	5	5	64
Local ADA Fare - \$0.75	0	2	1	1	0	0	1	0	1	0	2	0	8
Regional Fare - \$2.25	0	24	18	25	11	21	7	15	16	39	27	45	248
Out of Co. (Mendocino/ Napa) - \$5.00	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	4
Free College Fare	0	0	0	1	3	7	7	2	3	11	6	5	45
Free/Other	0	3	18	17	3	11	8	2	5	4	10	21	102
Base Fare Ticket Regional	0	0	0	1	1	0	2	0	0	0	2	0	6
Base Fare Ticket Local	0	1	1	1	0	2	4	5	2	3	2	3	24
Punch Pass	0	35	26	20	21	23	24	17	12	14	38	56	286
Monthly Pass	0	18	27	22	29	14	21	25	19	9	14	14	212
Weekly Pass	0	0	0	0	1	0	0	0	2	0	3	0	6
Summer Cruisin' Youth Pass	0	11	0	0	0	0	0	0	0	0	6	8	25
Transfer - Lake Transit	0	19	33	18	30	37	24	38	35	29	60	24	347
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	0	131	147	123	111	141	131	121	117	131	200	198	1,551
Bicycles	0	0	3	4	1	4	3	7	2	0	6	8	38
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	0	1	0	2	0	0	0	0	3	2	7	6	21
CASH - CALCULATED TOTAL	\$ -	\$ 75.00	\$ 68.00	\$ 73.75	\$ 36.25	\$ 76.25	\$ 55.25	\$ 52.50	\$ 62.25	\$ 111.75	\$ 97.25	\$ 124.25	\$ 832.50
Scheduled Hours	0	136.62	118.8	118.8	112.86	124.74	118.8	112.86	136.62	118.8	130.68	130.68	1360.26
Actual Revenue Hours	0	120.04	113.74	112.24	102.13	111.63	106.99	86.83	122.29	107.3	118.96	120.46	1222.61
Other Vehicle Hours	0	13.65	11.99	13.86	12.94	13.09	14.4	10.3	15.78	13.19	13.82	15.11	148.13
TOTAL VEHICLE HOURS	0	133.69	125.73	126.1	115.07	124.72	121.39	97.13	138.07	120.49	132.78	135.57	1370.74
PASSENGERS PER REV. HOUR	#DIV/0!	1.09	1.29	1.10	1.09	1.26	1.22	1.39	0.96	1.22	1.68	1.64	1.27
Scheduled Miles	0	3036	2640	2640	2508	2772	2640	2508	3036	2640	2904	2904	30228
Actual Revenue Miles	0	3148	2963	2921	2824	2947	2866	2281	3179	3081	3081	3154	32203
Other Vehicle Miles	0	223	198	219	201	225	219	167	253	207	230	219	2361
TOTAL VEHICLE MILES	0	3,371	3,161	3,140	3,025	3,172	3,085	2,448	3,432	3,046	3,311	3,373	34,564
Miles Per Passenger Boarding	#DIV/0!	24.03	20.16	23.75	25.44	20.90	21.88	18.85	27.17	21.67	15.41	15.93	20.76

LAKE TRANSIT AUTHORITY
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Route 7:	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Lakeport - Ukiah													
Local Base Fare - \$1.25	10	14	16	23	20	15	21	27	17	15	15	31	224
Local Senior Fare - \$0.75	0	4	4	5	2	6	0	2	1	4	8	3	39
Local ADA Fare - \$0.75	2	2	4	4	1	2	1	3	2	2	3	1	27
Regional Fare - \$2.25	28	42	31	45	56	24	37	37	60	47	34	23	464
Out of Co. (Mendocino/ Napa) - \$5.00	136	189	159	188	143	129	132	98	88	89	123	120	1594
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	43	55	36	134
Free College Fare	11	146	234	220	210	70	95	150	196	123	114	50	1619
Free/Other	15	13	24	9	17	5	7	6	10	7	27	7	147
Base Fare Ticket Regional	33	62	32	20	38	22	15	14	36	18	40	30	360
Base Fare Ticket Local	46	7	10	5	7	3	3	28	51	63	54	44	321
Punch Pass	49	75	59	78	59	77	62	41	59	59	46	81	745
Monthly Pass	66	91	81	85	98	76	70	59	41	77	101	109	954
Weekly Pass	25	58	61	51	72	50	33	38	32	16	16	52	504
Summer Cruisin' Youth Pass	13	3	1	0	0	0	0	0	6	2	4	32	61
Transfer - Lake Transit	95	137	131	149	115	96	115	102	137	95	135	137	1444
Transfer - MTA	3	4	0	0	0	0	0	2	4	0	2	2	17
Transfer - Napa VINE	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL PASSENGERS	534	847	847	882	838	575	591	607	740	660	777	758	8,656
Bicycles	27	35	23	26	25	19	12	23	17	35	28	44	314
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	7	2	1	0	1	2	3	3	1	1	4	4	29
CASH - CALCULATED TOTAL	\$ 757.00	\$ 1,061.50	\$ 890.75	\$ 1,076.75	\$ 868.25	\$ 723.75	\$ 770.25	\$ 610.75	\$ 598.50	\$ 617.00	\$ 773.50	\$ 729.50	\$ 9,444.00
Scheduled Hours	221.6	254.84	232.68	232.68	210.52	232.68	232.86	227.9	277.5	250.17	266.77	255.31	2895.51
Actual Revenue Hours	162.57	265.92	240.64	241.99	216.79	238.82	241.08	205.61	281.99	257.22	275.02	275.76	2903.41
Other Vehicle Hours	8.5	22.4	22.28	0	23	22.7	23.27	23.05	22.97	0	20.81	23.45	212.43
TOTAL VEHICLE HOURS	171.07	288.32	262.92	241.99	239.79	261.52	264.35	228.66	304.96	257.22	295.83	299.21	3115.84
PASSENGERS PER REV. HOUR	3.28	3.19	3.52	3.64	3.87	2.41	2.45	2.95	2.62	2.57	2.83	2.75	2.98
Scheduled Miles	7280	8372	7644	7644	6916	7644	7672	7495	9141	8241	8771	8379	95199
Actual Revenue Miles	5485	8922	8016	8006	7191	7846	8060	6771	9371	8428	9002	9046	96144
Other Vehicle Miles	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VEHICLE MILES	5,485	8,922	8,016	8,006	7,191	7,846	8,060	6,771	9,371	8,428	9,002	9,046	96,144
Miles Per Passenger Boarding	10.27	10.53	9.46	9.08	8.58	13.65	13.64	11.15	12.66	12.77	11.59	11.93	11.11

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Route 8: Lakeport	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	202	263	210	234	193	192	232	207	236	269	367	374	2979
Local Senior Fare - \$0.75	130	228	181	194	186	207	166	182	207	272	301	262	2516
Local ADA Fare - \$0.75	4	45	28	44	19	26	14	18	21	25	28	71	343
Regional Fare - \$2.25	118	145	122	140	115	119	109	102	101	92	163	122	1448
Out of Co. (Mendocino/ Napa) - \$5.00	18	23	7	18	1	4	2	4	5	4	3	8	97
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	16	24	43	83
Free College Fare	45	71	116	102	108	123	117	103	117	78	122	87	1189
Free/Other	47	69	58	45	46	40	51	29	42	64	60	62	613
Base Fare Ticket Regional	7	9	8	2	4	6	9	11	13	16	21	12	118
Base Fare Ticket Local	42	60	66	45	55	60	57	69	138	127	155	43	917
Punch Pass	348	418	364	435	370	441	389	427	540	560	665	587	5544
Monthly Pass	343	494	534	491	485	522	408	357	528	569	576	721	6028
Weekly Pass	1	14	24	26	23	15	4	1	2	4	6	6	126
Summer Cruisin' Youth Pass	64	88	17	0	0	0	0	0	5	0	0	44	218
Transfer - Lake Transit	292	362	368	405	270	347	358	331	378	408	507	635	4661
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	1,661	2,289	2,103	2,181	1,875	2,102	1,916	1,841	2,333	2,504	2,998	3,077	26,880
Bicycles	42	62	55	77	35	42	29	47	25	37	50	60	561
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	34	60	79	74	80	64	58	49	92	67	102	73	832
CASH - CALCULATED TOTAL	\$ 708.50	\$ 974.75	\$ 728.75	\$ 876.00	\$ 658.75	\$ 702.50	\$ 680.25	\$ 658.25	\$ 718.25	\$ 802.00	\$ 1,111.25	\$ 1,074.75	\$ 9,673.25
Scheduled Hours	276	317.4	336	349.8	337.51	343.39	324	297.55	367.61	334.92	351.09	326.99	3962.26
Actual Revenue Hours	412.59	459.73	458.43	482.9	451.86	476.43	452.01	384.66	511.13	461.13	493.95	490.22	5535.04
Other Vehicle Hours	24.51	48.27	53.42	56.592	50.64	61.1	52.72	45.89	49.61	41.72	42.3	45.15	571.922
TOTAL VEHICLE HOURS	437.1	508	511.85	539.492	502.5	537.53	504.73	430.55	560.74	502.85	536.25	535.37	6106.962
PASSENGERS PER REV. HOUR	4.03	4.98	4.59	4.52	4.15	4.41	4.24	4.79	4.56	5.43	6.07	6.28	4.86
Scheduled Miles	4400	5060	5060	5399	5430	5605	5237	4789	5847	5397	5637	5240	63101
Actual Revenue Miles	6664	7931	7869	8297	7770	8278	7787	6640	8734	8069	8334	8489	94862
Other Vehicle Miles	357	1013	1051	1134	1004	1200	1034	859	1209	851	809	917	11438
TOTAL VEHICLE MILES	7,021	8,944	8,920	9,431	8,774	9,478	8,821	7,499	9,943	8,920	9,143	9,406	106,300
Miles Per Passenger Boarding	4.01	3.46	3.74	3.80	4.14	3.94	4.06	3.61	3.74	3.22	2.78	2.76	3.53

LAKE TRANSIT AUTHORITY
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Route 10: Clearlake Clearlake Park	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	316	537	562	657	701	689	585	710	673	605	837	624	7496
Local Senior Fare - \$0.75	292	315	264	320	300	253	258	191	246	292	382	312	3425
Local ADA Fare - \$0.75	66	70	42	83	51	36	69	46	46	88	98	60	755
Regional Fare - \$2.25	28	50	37	28	28	42	33	32	34	17	49	24	402
Out of Co. (Mendocino/ Napa) - \$5.00	7	12	4	10	8	6	6	5	4	8	7	8	85
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													0
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	11	32	6	49
Free College Fare	50	71	114	66	73	48	9	99	66	64	77	41	778
Free/Other	91	97	63	71	74	63	48	60	52	95	103	92	909
Base Fare Ticket Regional	5	12	3	8	85	4	6	9	12	3	15	3	165
Base Fare Ticket Local	53	56	64	99	125	72	118	94	124	107	136	69	1117
Punch Pass	445	624	661	716	767	718	615	695	902	805	972	827	8747
Monthly Pass	388	592	736	549	577	584	540	504	670	532	516	524	6712
Weekly Pass	1	1	1	1	7	0	6	2	3	7	16	14	59
Summer Cruisin' Youth Pass	143	511	54	29	6	0	4	0	1	0	0	192	940
Transfer - Lake Transit	417	406	545	609	591	549	558	502	652	618	1039	692	7178
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	2,302	3,354	3,150	3,246	3,393	3,064	2,855	2,949	3,485	3,252	4,279	3,488	38,817
Bicycles	41	44	56	56	39	41	49	26	39	79	60	77	607
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	72	64	43	27	30	22	23	19	67	92	113	73	645
CASH - CALCULATED TOTAL	\$ 761.50	\$ 1,132.50	\$ 1,035.25	\$ 1,236.50	\$ 1,242.50	\$ 1,202.50	\$ 1,080.75	\$ 1,162.25	\$ 1,156.75	\$ 1,130.50	\$ 1,583.50	\$ 1,159.00	\$ 13,871.25
Scheduled Hours	253.6	291.64	298.6	306.28	297.23	300.6	283.75	262.56	320.95	290.83	308.92	293.46	3508.42
Actual Revenue Hours	262	308.79	306	320.16	302.39	317.51	295.54	255.54	336.61	307.32	328.63	329.79	3670.28
Other Vehicle Hours	37.64	48.35	42.84	46.33	38.96	45.61	42.15	34.44	47.75	45.85	41.7	37.91	509.53
TOTAL VEHICLE HOURS	299.64	357.14	348.84	366.49	341.35	363.12	337.69	289.98	384.36	353.17	370.33	367.7	4179.81
PASSENGERS PER REV. HOUR	8.79	10.86	10.29	10.14	11.22	9.65	9.66	11.54	10.35	10.58	13.02	10.58	10.58
Scheduled Miles	3140	3542	3530	3660	3696	3804	3673	3273	3998	3651	3845	3615	43427
Actual Revenue Miles	4023	4947	4851	4904	4766	5086	4868	3911	5345	4829	5151	5160	57841
Other Vehicle Miles	382	665	438	470	438	448	442	385	513	467	483	381	5512
TOTAL VEHICLE MILES	4,405	5,612	5,289	5,374	5,204	5,534	5,310	4,296	5,858	5,296	5,634	5,541	63,353
Miles Per Passenger Boarding	1.75	1.47	1.54	1.51	1.40	1.66	1.71	1.33	1.53	1.48	1.20	1.48	1.49

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Route 11: Clearlake The Avenues	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25	264	382	369	376	316	416	405	319	373	482	756	538	4996
Local Senior Fare - \$0.75	361	356	303	363	337	310	275	294	265	299	196	290	3649
Local ADA Fare - \$0.75	113	56	71	81	96	84	145	115	109	123	135	41	1169
Regional Fare - \$2.25	37	27	31	61	30	22	19	34	22	22	23	26	354
Out of Co. (Mendocino/ Napa) - \$5.00	2	0	3	3	2	3	11	1	3	2	1	0	31
Flex Stop for ADA/Sr. Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	3	12	31	46
Free College Fare	14	58	87	138	118	79	65	99	97	82	116	20	973
Free/Other	71	36	51	74	84	74	65	43	51	36	45	50	680
Base Fare Ticket Regional	7	7	4	5	10	7	0	6	7	6	8	16	83
Base Fare Ticket Local	53	64	71	69	69	68	78	61	120	71	95	79	898
Punch Pass	469	647	542	638	643	625	502	536	616	684	759	641	7302
Monthly Pass	294	430	501	475	439	284	292	229	366	241	245	286	4082
Weekly Pass	0	0	0	0	2	0	14	0	1	7	16	15	55
Summer Cruisin' Youth Pass	155	197	0	0	0	0	0	0	0	0	0	103	455
Transfer - Lake Transit	204	301	313	417	361	385	395	318	453	324	398	393	4262
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	2,044	2,561	2,346	2,700	2,507	2,357	2,266	2,055	2,483	2,382	2,805	2,529	29,035
Bicycles	34	39	45	38	32	23	26	23	47	75	66	33	481
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	65	76	86	88	60	77	53	82	87	95	113	88	970
CASH - CALCULATED TOTAL	\$ 778.75	\$ 847.25	\$ 826.50	\$ 955.25	\$ 797.25	\$ 880.00	\$ 919.00	\$ 787.00	\$ 811.25	\$ 981.50	\$ 1,262.00	\$ 1,010.25	\$ 10,844.50
Scheduled Hours	262.34	301.53	307.2	315.31	307.14	311.31	291.4	270.99	332.69	299.01	318.32	304.07	3621.31
Actual Revenue Hours	253.66	304.37	304.91	319.27	300.41	316.4	296.19	253.6	335.24	306.21	329.01	328.96	3648.23
Other Vehicle Hours	32.48	32.47	33.49	35.55	33.25	42.04	36.71	31.78	41	29.62	39.03	32.87	420.29
TOTAL VEHICLE HOURS	286.14	336.84	338.4	354.82	333.66	358.44	332.9	285.38	376.24	335.83	368.04	361.83	4068.52
PASSENGERS PER REV. HOUR	8.06	8.41	7.69	8.46	8.35	7.45	7.65	8.10	7.41	7.78	8.53	7.69	7.96
Scheduled Miles	3080	3542	3684	3554	3628	3703	3466	3197	3902	3537	3760	3572	42625
Actual Revenue Miles	3140	3688	3677	3942	3708	3930	3679	3141	4055	3750	3990	4023	44723
Other Vehicle Miles	320	336	317	333	307	354	337	272	359	294	366	317	3912
TOTAL VEHICLE MILES	3,460	4,024	3,994	4,275	4,015	4,284	4,016	3,413	4,414	4,044	4,356	4,340	48,635
Miles Per Passenger Boarding	1.54	1.44	1.57	1.46	1.48	1.67	1.62	1.53	1.63	1.57	1.42	1.59	1.54

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Route 12: Clearlake												
Lower Lake												
Local Base Fare - \$1.25	57	116	101	109	74	107	100	122	143	108	0	114
Local Senior Fare - \$0.75	39	53	30	50	25	26	44	43	52	43	0	84
Local ADA Fare - \$0.75	12	40	50	62	66	42	47	40	34	65	0	12
Regional Fare - \$2.25	8	3	10	9	6	15	11	7	20	8	0	13
Out of Co. (Mendocino/ Napa) - \$5.00	0	2	3	3	2	3	1	0	2	0	0	1
Flex Stop for ADA/Senior Local \$0.75	0	0	0	0	0	0	0	0	0	0	0	0
Flex Stop for ADA/Sr. Regional \$1.25	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP 1-day Advance Reserv. \$5.												
DAR GP Same Day \$10.00												
DAR Senior 1-day Adv. Reserv - \$2.50												
DAR Senior Same Day - \$3.00												
DAR Disabled 1-day Adv Reserv \$2.50												
DAR Disabled Same Day - \$3.00												
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	13	0	7
Free College Fare	4	12	27	27	17	29	10	32	33	50	0	14
Free/Other	3	18	17	17	14	16	12	11	28	13	0	20
Base Fare Ticket Regional	0	4	1	0	0	0	0	3	2	1	0	3
Base Fare Ticket Local	4	11	11	20	17	20	25	22	15	19	0	25
Punch Pass	80	111	109	153	147	161	135	150	164	187	0	123
Monthly Pass	46	69	69	74	110	60	72	61	137	125	0	102
Weekly Pass	0	0	0	0	1	1	1	1	2	2	0	3
Summer Cruisin' Youth Pass	15	58	0	0	0	158	0	0	3	0	0	32
Transfer - Lake Transit	63	157	145	167	132	0	154	169	159	183	0	148
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	331	654	573	691	611	638	612	661	794	817	0	701
Bicycles	20	9	15	6	2	4	4	7	7	18	0	13
Extended Stops	0	0	1	0	0	0	0	0	0	0	0	0
Wheelchairs	13	16	15	17	17	7	7	11	15	26	0	15
CASH - CALCULATED TOTAL	\$ 127.50	\$ 231.50	\$ 223.75	\$ 255.50	\$ 184.25	\$ 233.50	\$ 223.00	\$ 230.50	\$ 298.25	\$ 247.00	\$ -	\$ 254.00
Scheduled Hours	288	331.2	302.4	302.4	288	302.4	288	273.6	331.2	288	0	316.8
Actual Revenue Hours	91.38	170.33	155.81	155.82	141.49	156.21	148.53	126.21	163.81	148.99	0	171.47
Other Vehicle Hours	13.47	30.89	25.29	26.02	22.76	22.06	18.9	12.69	16.08	15.33	0	23.14
TOTAL VEHICLE HOURS	104.85	201.22	181.1	181.84	164.25	178.27	167.43	138.9	179.89	164.32	0	194.61
PASSENGERS PER REV. HOUR	3.62	3.84	3.68	4.43	4.32	4.08	4.12	5.24	4.85	5.48	#DIV/0!	4.09
Scheduled Miles	3600	4140	3780	3780	3600	3780	3600	3420	4140	3600	0	3960
Actual Revenue Miles	1223	2369	2159	2160	1956	2156	2064	1755	2252	2057	0	2313
Other Vehicle Miles	82	245	217	203	189	199	187	115	147	141	0	191
TOTAL VEHICLE MILES	1,305	2,614	2,376	2,363	2,145	2,355	2,251	1,870	2,399	2,198	0	2,504
Miles Per Passenger Boarding	3.69	3.62	3.77	3.13	3.20	3.38	3.37	2.66	2.84	2.52	#DIV/0!	3.30
TOTAL	1151	489	470	110	17	0	0	0	0	0	0	0

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Lakeport Dial-A-Ride	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25													
Local Senior Fare - \$0.75													
Local ADA Fare - \$0.75													
Regional Fare - \$2.25													
Out of Co. (Mendocino/ Napa) - \$5.00													
Flex Stop for ADA/Senior Local \$0.75													
Flex Stop for ADA/Sr. Regional \$1.25													
DAR GP 1-day Advance Reserv. \$5.	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP Same Day \$10.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Senior 1-day Adv. Reserv - \$2.50	24	33	18	38	33	18	23	11	11	28	28	29	294
DAR Senior Same Day - \$3.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Disabled 1-day Adv Reserv \$2.50	17	49	34	30	32	39	37	28	18	29	44	55	412
DAR Disabled Same Day - \$3.00	0	0	0	0	0	0	0	0	0	0	0	0	0
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	0
Free College Fare	0	0	0	0	0	0	0	0	0	0	0	0	0
Free/Other	0	0	2	0	3	1	0	0	0	0	2	2	10
Base Fare Ticket Regional	0	0	0	0	0	0	4	0	12	8	31	8	63
Base Fare Ticket Local	0	0	0	0	0	0	0	0	0	0	0	0	3
Punch Pass	64	81	72	66	54	49	59	55	82	72	42	76	772
Monthly Pass													
Weekly Pass													
Summer Cruisin' Youth Pass													
Transfer - Lake Transit	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	105	163	126	134	122	107	123	94	123	137	147	173	1,554
Bicycles													0
Extended Stops													0
Wheelchairs	44	81	55	25	18	16	41	27	21	46	69	72	515
CASH - CALCULATED TOTAL	\$ 102.50	\$ 205.00	\$ 130.00	\$ 170.00	\$ 162.50	\$ 142.50	\$ 150.00	\$ 97.50	\$ 72.50	\$ 142.50	\$ 180.00	\$ 210.00	\$ 1,765.00
Scheduled Hours	340	391	370	341	367	340	340	323	391	345.02	374.25	374.81	4297.08
Actual Revenue Hours	87.9	156.29	110.35	111.33	108.55	96.18	110.58	86.81	78.34	107.7	133.2	178.57	1365.8
Other Vehicle Hours	12.43	16.61	12.22	13.96	11.42	12.66	10.34	8.99	7.85	5.95	7.16	14.31	133.9
TOTAL VEHICLE HOURS	100.33	172.9	122.57	125.29	119.97	108.84	120.92	95.8	86.19	113.65	140.36	192.88	1499.7
PASSENGERS PER REV. HOUR	1.19	1.04	1.14	1.20	1.12	1.11	1.11	1.08	1.57	1.27	1.10	0.97	1.14
Scheduled Miles	0	0	0	7	0	0	0	0	0	0	0	0	7
Actual Revenue Miles	675	1444	1034	1076	955	869	1041	794	844	1134	1273	1418	12557
Other Vehicle Miles	112	155	180	184	139	167	127	108	99	127	141	213	1752
TOTAL VEHICLE MILES	787	1,599	1,214	1,267	1,094	1,036	1,168	902	943	1,261	1,414	1,631	14,316
Miles Per Passenger Boarding	6.43	8.86	8.21	8.03	7.83	8.12	8.46	8.45	6.86	8.28	8.66	8.20	8.08

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Clearlake Dial-A-Ride	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25													
Local Senior Fare - \$0.75													
Local ADA Fare - \$0.75													
Regional Fare - \$2.25													
Out of Co. (Mendocino/ Napa) - \$5.00													
Flex Stop for ADA/Sr. Local \$0.75													
Flex Stop for ADA/Sr. Regional \$1.25													
DAR GP 1-day Advance Reserv. \$5.	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR GP Same Day \$10.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Senior 1-day Adv. Reserv - \$2.50	6	23	2	11	0	14	7	4	18	8	2	7	102
DAR Senior Same Day - \$3.00	0	0	0	0	0	0	0	0	0	0	0	0	0
DAR Disabled 1-day Adv Reserv \$2.50	17	10	28	15	27	11	14	18	10	29	33	38	250
DAR Disabled Same Day - \$3.00	0	0	1	0	0	0	0	0	0	0	0	0	1
Tap to Pay (\$1.00)	0	0	0	0	0	0	0	0	0	0	0	0	0
Free College Fare	0	0	0	0	0	0	0	0	0	0	0	0	0
Free/Other	0	12	0	2	6	0	1	0	3	3	2	2	31
Base Fare Ticket Regional	2	2	4	3	3	3	2	0	2	2	0	0	23
Base Fare Ticket Local	0	2	0	0	0	0	0	0	0	0	1	0	3
Punch Pass	113	126	158	136	124	159	130	120	100	102	77	102	1447
Monthly Pass													
Weekly Pass													
Summer Cruisin' Youth Pass													
Transfer - Lake Transit	0	2	1	0	1	1	0	1	0	0	1	3	10
Transfer - MTA	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer - Napa VINE	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL PASSENGERS	138	177	194	167	161	188	154	143	133	144	116	152	1,867
Bicycles													0
Extended Stops													0
Wheelchairs	81	88	93	99	85	101	57	76	50	74	59	91	954
CASH - CALCULATED TOTAL	\$ 57.50	\$ 82.50	\$ 78.00	\$ 65.00	\$ 67.50	\$ 62.50	\$ 52.50	\$ 55.00	\$ 70.00	\$ 92.50	\$ 87.50	\$ 112.50	\$ 883.00
Scheduled Hours	410	471.5	460.5	456.5	441.5	436.36	455.08	392.07	475.59	415.87	461.82	451.82	5328.61
Actual Revenue Hours	98.34	113.79	129.78	127.83	116.21	109.1	106.11	89.35	111.43	80.35	92.54	124.28	1299.11
Other Vehicle Hours	40.91	15.198	15.94	20.66	16.84	14.96	14.78	12.04	18.54	19.12	17.72	18.27	224.978
TOTAL VEHICLE HOURS	139.25	128.988	145.72	148.49	133.05	124.06	120.89	101.39	129.97	99.47	110.26	142.55	1524.088
PASSENGERS PER REV. HOUR	1.40	1.56	1.49	1.31	1.39	1.72	1.45	1.60	1.19	1.79	1.25	1.22	1.44
Scheduled Miles	0	0	0	54	0	13	0	0	0	4	0	0	71
Actual Revenue Miles	837	920	1147	1188	899	889	863	795	842	627	676	988	10651
Other Vehicle Miles	195	219	250	250	176	195	169	150	217	276	242	291	2630
TOTAL VEHICLE MILES	1,032	1,139	1,397	1,492	1,075	1,097	1,032	945	1,059	907	918	1,259	13,352
Miles Per Passenger Boarding	6.07	5.20	5.91	7.11	5.58	4.73	5.60	5.56	6.33	4.35	5.83	6.37	5.70

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Out-of-County NEMT Uk Special Services	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25													
Local Senior Fare - \$0.75													
Local ADA Fare - \$0.75													
Regional Fare - \$2.25													
Out of Co. (Mendocino/ Napa) - \$5.00													
Flex Stop for ADA/Senior Local \$0.75													
Flex Stop for ADA/Sr. Regional \$1.25													
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)													
Free College Fare													
Free/Other	18	32	24	20	10	14	21	8	11	24	24	16	222
Base Fare Ticket Regional													
Base Fare Ticket Local													
Punch Pass													
Monthly Pass													
Weekly Pass													
Summer Cruisin' Youth Pass													
Transfer - Lake Transit													
Transfer - MTA													
Transfer - Napa VINE													
TOTAL PASSENGERS	18	32	24	20	10	14	21	8	11	24	24	16	222
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	0	0	0	0	0	0	0	0	0	0	0	0	0
CASH - CALCULATED TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Scheduled Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual Revenue Hours	41.66	86.19	69.57	47.69	26.41	34.51	39.46	17.08	66.37	62.24	62.72	46.21	600.11
Other Vehicle Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VEHICLE HOURS	41.66	86.19	69.57	47.69	26.41	34.51	39.46	17.08	66.37	62.24	62.72	46.21	600.11
PASSENGERS PER REV. HOUR	0.43	0.37	0.34	0.42	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37
Scheduled Miles	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual Revenue Miles	1014	2012	1804	1167	643	871	1061	445	1623	1574	1600	996	14810
Other Vehicle Miles	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VEHICLE MILES	1,014	2,012	1,804	1,167	643	871	1,061	445	1,623	1,574	1,600	996	14,810
Miles Per Passenger Boarding	56.33	62.88	75.17	58.35	64.30	62.21	0.00	0.00	0.00	0.00	0.00	0.00	66.71

LAKE TRANSIT AUTHORITY
2022/23 OPERATING STATISTICS REPORT

Out-of-County NEMT SR Special Services	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Local Base Fare - \$1.25													
Local Senior Fare - \$0.75													
Local ADA Fare - \$0.75													
Regional Fare - \$2.25													
Out of Co. (Mendocino/ Napa) - \$5.00													
Flex Stop for ADA/Senior Local \$0.75													
Flex Stop for ADA/Sr. Regional \$1.25													
DAR GP 1-day Advance Reserv. \$5.													
DAR GP Same Day \$10.00													
DAR Senior 1-day Adv. Reserv - \$2.50													
DAR Senior Same Day - \$3.00													
DAR Disabled 1-day Adv Reserv \$2.50													
DAR Disabled Same Day - \$3.00													
Tap to Pay (\$1.00)													
Free College Fare													
Free/Other	19	16	24	16	24	18	19	27	47	30	24	23	287
Base Fare Ticket Regional													
Base Fare Ticket Local													
Punch Pass													
Monthly Pass													
Weekly Pass													
Summer Cruisin' Youth Pass													
Transfer - Lake Transit													
Transfer - MTA													
Transfer - Napa VINE													
TOTAL PASSENGERS	19	16	24	16	24	18	19	27	47	30	24	23	287
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
Extended Stops	0	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchairs	0	0	0	0	0	0	0	0	0	0	0	0	0
CASH - CALCULATED TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Scheduled Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual Revenue Hours	61.18	48.7	69.57	54.92	81.09	53.89	81.44	77.59	97.15	93	84.98	68.53	872.04
Other Vehicle Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VEHICLE HOURS	61.18	48.7	69.57	54.92	81.09	53.89	81.44	77.59	97.15	93	84.98	68.53	872.04
PASSENGERS PER REV. HOUR	0.31	0.33	0.34	0.29	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33
Scheduled Miles	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual Revenue Miles	1414	1288	1804	1372	1871	1637	2141	2098	2961	2775	2851	1737	23949
Other Vehicle Miles	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VEHICLE MILES	1,414	1,288	1,804	1,372	1,871	1,637	2,141	2,098	2,961	2,775	2,851	1,737	23,949
Miles Per Passenger Boarding	74.42	80.50	75.17	85.75	77.96	90.94	112.68	77.70	0.00	0.00	0.00	0.00	83.45

Lake Transit Authority FY 2022/23 Financial Summary (Unaudited)

	Budget			July	August	September	October	November	December	Act
	Adopted	Adjustment	Budget + Adjustment							
REVENUE										
Farebox Revenue (Acct 7401)	109,372	-	109,372	\$ 4,340.42	\$ 18,727.90	\$ 10,559.81	\$ 12,518.78	\$ 17,414.29	\$ 11,781.04	
Farebox Revenue 5311-f Route 30				\$ 6,735.53	\$ 7,831.80	\$ 6,257.85	\$ 7,584.41	\$ 6,818.26	\$ 6,752.61	
Farebox Revenue 5311-f Route 40	107,728		107,728	\$ 2,599.05	\$ 4,078.93	\$ 3,112.66	\$ 3,861.03	\$ 3,333.19	\$ 2,964.32	
Special Fares (Acct 7402)	23,351	-	23,351	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Free College Fares (19/20 LCTOP)		-	-	\$ 381.06	\$ 870.00	\$ 1,343.28	\$ 1,275.42	\$ 1,197.12	\$ 861.30	
Route Guarantee - Route 3				\$ 2,200.00	\$ 2,200.00	\$ 2,200.00	\$ 4,400.00	\$ 2,200.00	\$ -	
Auxiliary Trans. Revenue (advertising, etc.)	84,210		84,210	\$ 14,351.00	\$ 7,013.50	\$ 1,869.50	\$ 5,863.50	\$ 3,077.79	\$ 3,913.50	
Reimbursement from APC	-		-							
LTF	\$ 849,540.00		\$ 849,540.00	\$ 574,000.00	\$ 240,000.00		\$ 35,540.00			
LTF Advance Allocations										
State Cash Grants & Reimbursements										
State Transit Assistance (STA)	\$ 866,635.00		\$ 866,635.00	\$ 15,000.00	\$ 90,000.00	\$ 10,000.00		\$ 370,897.00		
State Transit Assistance (STA) C/O Funds										
Federal Cash Grants & Reimbursements										
FTA Sec. 5311 Regional Apportionment	\$ 528,396.00	\$ -	\$ 528,396.00							
FTA Section 5311(f) Operating Route 30 (3-1)										
FTA Section 5311(f) Operating Route 40 (4-7)	\$ 500,421.44		\$ 500,421.44							
FTA Section 5311 (f) Operating - Carryover										
FTA Section 5311 CARES Act Phase 2	\$ 277,496.00		\$ 277,496.00						\$ 277,495.63	
FTA Section 5311(f) CARES Act Phase 1	\$ 90,767.00		\$ 90,767.00		\$ 90,767.07					
FTA Section 5311(f) CARES Act Phase 2	\$ 495,482.00		\$ 495,482.00						\$ 432,144.26	
FTA Section 5311 CRRSAA	\$ 1,074,575.00		\$ 1,074,575.00							
TIRCP Grant	\$ 231,125.15		\$ 231,125.15	\$ 23,973.94						
FTA Section 5310 - Out-of-County NEMT	\$ 386,459.00		\$ 386,459.00	\$ 133,251.87	\$ 590.00	\$ 360.00	\$ 19,081.38	\$ 500.00	\$ 260.00	
5310 Fare Revenues				\$ 360.00						
Proposition 1B - PTMISEA (Fund 422)	\$ 149,913.00		\$ 149,913.00							
Proposition 1B - PTMISEA Carryover			\$ -							
Proposition 1B - PTMISEA Interest										
LCTOP 2018-19	\$ 127,647.00		\$ 127,647.00							
LCTOP 2019-20	\$ 102,736.00		\$ 102,736.00							
LCTOP 2020-21	\$ 69,466.00		\$ 69,466.00							
LCTOP 2021-22	\$ 164,139.00		\$ 164,139.00		\$ 164,139.00					
State of Good Repair										
State of Good Repair - FY 2022/23	\$ 109,382.00		\$ 109,382.00					\$ 35,397.93		
State of Good Repair - Carryover	\$ 116,771.00		\$ 116,771.00		\$ 16,718.84					
TOTAL	\$ 7,234,189.59	\$ -	\$ 7,234,189.59	\$ 776,811.81	\$ 642,067.04	\$ 34,359.82	\$ 89,169.10	\$ 439,638.46	\$ 735,311.36	

Lake Transit Authority FY 2022/23 Financial Summary (Unaudited)

	Budget			YTD						Year-to-Date Total	
	Adopted	Adjustment	Budget + Adjustment	January	February	March	April	May	June		
REVENUE											
Farebox Revenue (Acct 7401)	109,372	-	109,372	\$ 4,566.67	\$ 7,431.47	\$ 22,633.14	\$ 11,440.24	\$ 4,492.79	\$ 5,044.92	\$	130,951.47
Farebox Revenue 5311-f Route 30	107,728		107,728	\$ 6,414.34	\$ 6,067.73	\$ 7,217.54	\$ 6,630.44	\$ 7,868.12	\$ 7,696.33	\$	83,874.96
Farebox Revenue 5311-f Route 40				\$ 2,683.09	\$ 2,536.57	\$ 2,844.50	\$ 2,477.52	\$ 2,949.64	\$ 2,696.46	\$	36,136.96
Special Fares (Acct 7402)	23,351	-	23,351	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Free College Fares (19/20 LCTOP)		-	-	\$ 800.40	\$ 1,218.00	\$ 1,336.32	\$ 1,026.60	\$ 1,136.22	\$ 609.00	\$	12,054.72
Route Guarantee - Route 3				\$ 2,200.00	\$ 2,200.00	\$ 2,200.00	\$ 2,200.00	\$ 2,200.00	\$ 2,200.00	\$	26,400.00
Auxiliary Trans. Revenue (advertising, etc.)	84,210		84,210	\$ 28,713.50	\$ 1,826.00	\$ 825.00	\$ 4,339.50	\$ 4,588.50	\$ 45,829.18	\$	122,210.47
Reimbursement from APC	-		-							\$	-
LTF	\$ 849,540.00		\$ 849,540.00							\$	849,540.00
LTF Advance Allocations										\$	-
State Cash Grants & Reimbursements										\$	-
State Transit Assistance (STA)	\$ 866,635.00		\$ 866,635.00		\$ 52,610.13	\$ 88,817.87			\$ 239,310.00	\$	866,635.00
State Transit Assistance (STA) C/O Funds										\$	-
Federal Cash Grants & Reimbursements										\$	-
FTA Sec. 5311 Regional Apportionment	\$ 528,396.00	\$ -	\$ 528,396.00							\$	-
FTA Section 5311(f) Operating Route 30 (3-1)	\$ 500,421.44		\$ 500,421.44	\$ 135,131.08						\$	135,131.08
FTA Section 5311(f) Operating Route 40 (4-7)				\$ 88,309.56						\$	88,309.56
FTA Section 5311 (f) Operating - Carryover				\$ 406,458.00						\$	406,458.00
FTA Section 5311 CARES Act Phase 2	\$ 277,496.00		\$ 277,496.00							\$	277,495.63
FTA Section 5311(f) CARES Act Phase 1	\$ 90,767.00		\$ 90,767.00							\$	90,767.07
FTA Section 5311(f) CARES Act Phase 2	\$ 495,482.00		\$ 495,482.00							\$	432,144.26
FTA Section 5311 CRRSAA	\$ 1,074,575.00		\$ 1,074,575.00							\$	-
TIRCP Grant	\$ 231,125.15		\$ 231,125.15		\$ 62,784.13				\$ 14,545.00	\$	101,303.07
FTA Section 5310 - Out-of-County NEMT	\$ 386,459.00		\$ 386,459.00	\$ 50,929.28					\$ 100.00	\$	203,262.53
5310 Fare Revenues				\$ 490.00	\$ 290.00	\$ 460.00	\$ 620.00	\$ 480.00		\$	4,830.00
Proposition 1B - PTMISEA (Fund 422)										\$	-
Proposition 1B - PTMISEA Carryover	\$ 149,913.00		\$ 149,913.00							\$	-
Proposition 1B - PTMISEA Interest										\$	-
LCTOP 2018-19	\$ 127,647.00		\$ 127,647.00							\$	-
LCTOP 2019-20	\$ 102,736.00		\$ 102,736.00							\$	-
LCTOP 2020-21	\$ 69,466.00		\$ 69,466.00							\$	-
LCTOP 2021-22	\$ 164,139.00		\$ 164,139.00							\$	164,139.00
State of Good Repair										\$	-
State of Good Repair - FY 2022/23	\$ 109,382.00		\$ 109,382.00			\$ 27,023.00		\$ 27,972.00		\$	90,392.93
State of Good Repair - Carryover	\$ 116,771.00		\$ 116,771.00							\$	16,718.84
TOTAL	\$ 7,234,189.59	\$ -	\$ 7,234,189.59	\$ 725,895.52	\$ 135,746.03	\$ 152,021.05	\$ 27,707.70	\$ 50,551.05	\$ 317,421.89	\$	4,126,700.83

Lake Transit Authority FY 2022/23 Financial Summary (Unaudited)

	Budget			July	August	September	October	November	December	Act
	Adopted	Adjustment	Budget + Adjustment							
EXPENSES										
OPERATING EXPENSES										
Accounting Services	\$ 6,000.00	\$ -	\$ 6,000.00		\$ 250.00	\$ 450.00	\$ 2,525.00	\$ 67.08	\$ 42.57	
Legal Services	\$ 5,000.00	\$ -	\$ 5,000.00							
Management Contract - MWA	\$ 8,314.00	\$ -	\$ 8,314.00							
Oper. & Maint. Contract	\$ 1,976,753.14	\$ -	\$ 1,976,753.14	\$ 108,171.57	\$ 128,721.24	\$ 127,888.39	\$ 130,038.83	\$ 127,100.77	\$ 129,002.68	
Operations Contract Rt 30 (5311-F)	\$ 431,879.96	\$ -	\$ 431,879.96	\$ 49,169.05	\$ 57,562.51	\$ 55,415.07	\$ 55,651.14	\$ 51,998.84	\$ 55,561.15	
Operations Contract Rt 40 (5311-F)	\$ 381,544.79	\$ -	\$ 381,544.79	\$ 31,258.93	\$ 38,255.05	\$ 35,700.60	\$ 35,754.16	\$ 33,933.45	\$ 36,227.67	
Operations Contract - COVID				\$ 6,844.43	\$ 8,006.67	\$ 7,581.48	\$ 7,604.77	\$ 7,291.44	\$ 7,902.31	
Printing	\$ 12,000.00	\$ -	\$ 12,000.00			\$ 1,621.16			\$ 1,480.92	
Promotional Materials	\$ 2,400.00	\$ -	\$ 2,400.00					\$ 19.80		
Advertising / Website	\$ 5,000.00	\$ -	\$ 5,000.00			\$ 299.00	\$ 299.00	\$ 299.00	\$ 299.00	
Promotional Campaigns	\$ 2,000.00	\$ -	\$ 2,000.00							
Fuel	\$ 223,658.00	\$ -	\$ 223,658.00	\$ 20,072.62	\$ 26,320.62	\$ 26,069.13	\$ 26,024.26	\$ 21,327.23	\$ 19,502.40	
Fuel/DEF for Route 30 (5311-F)	\$ 117,836.08	\$ -	\$ 117,836.08	\$ 12,595.87	\$ 14,980.24	\$ 13,913.64	\$ 13,352.14	\$ 10,618.45	\$ 10,169.20	
Fuel/DEF for Route 40 (5311-F)	\$ 76,234.03	\$ -	\$ 76,234.03	\$ 8,900.91	\$ 11,143.63	\$ 10,146.99	\$ 9,723.57	\$ 7,682.56	\$ 7,264.26	
Facility Maintenance	\$ 20,000.00	\$ -	\$ 20,000.00	\$ 1,564.50	\$ 1,726.75	\$ 1,538.56	\$ 5,305.00	\$ 4,412.33	\$ 1,293.00	
Rents & Leases	\$ 8,000.00	\$ -	\$ 8,000.00	\$ 386.00	\$ 386.00	\$ 1,547.27	\$ 411.86	\$ 397.00	\$ 397.00	
Utilities	\$ 7,000.00	\$ -	\$ 7,000.00	\$ 537.54	\$ 674.27	\$ 538.19	\$ 652.96	\$ 499.22	\$ 615.68	
Fleet Maintenance	\$ 10,000.00	\$ -	\$ 10,000.00		\$ 425.00					
COVID-19 Pandemic - CARES Act						\$ 202.28		\$ 858.88		
Operating Funds Reserve	\$ 1,795,864.00		\$ 1,795,864.00				\$ 11,500.00	\$ 3,039.44		
FTA 5310 - Out-of-County NEMT - Operations				\$ 8,202.99	\$ 9,226.72	\$ 8,246.29	\$ 7,110.75	\$ 7,679.51	\$ 6,198.26	
FTA 5310 - Out-of-County NEMT - Fuel	\$ 386,459.00		\$ 386,459.00	\$ 1,849.65	\$ 2,207.96	\$ 2,039.83	\$ 1,649.36	\$ 1,433.04	\$ 1,236.79	
OPERATING SUB-TOTAL	\$ 5,475,942.99	\$ -	\$ 5,475,942.99	\$ 249,554.06	\$ 299,886.66	\$ 293,197.88	\$ 307,602.80	\$ 278,658.04	\$ 277,192.89	
CAPITAL EXPENSES										
Lake Transit Authority (Capital)										
Software	\$ 35,000.00		\$ 35,000.00	\$ 17,808.00						
Equipment	\$ 64,615.00		\$ 64,615.00	\$ 13,100.60						
Reserve (Capital Projects)	\$ 50,000.00		\$ 50,000.00							
Total LTA Capital:	\$ 149,615.00	\$ -	\$ 149,615.00					\$ 20,394.28	\$ 19,961.19	\$ 22,428.66
Proposition 1B - PTMISEA (Fund 422)										
Buses (PTMISEA)	\$ 149,912.60		\$ 149,912.60							
Buses (FTA 5339) (2019)	\$ 768,578.00		\$ 768,578.00							
Total PTMISEA:	\$ 918,490.60	\$ -	\$ 918,490.60							
Low Carbon Transit Oper. Program (LCTOP)										
LCTOP Solar Canopy Project (FY 18/19)	\$ 127,647.00		\$ 127,647.00							
LCTOP Solar Canopy Project (FY 19/20)	\$ 102,736.00		\$ 102,736.00							
LCTOP Solar Canopy Project (FY 20/21)	\$ 69,466.00		\$ 69,466.00							
LCTOP Solar Canopy Project (FY 21/22)	\$ 164,139.00		\$ 164,139.00							
Total LCTOP:	\$ 463,988.00	\$ -	\$ 463,988.00							
State of Good Repair Funding										
SGR - 18/19 - O&M Facility Equip	\$ 17,064.00		\$ 17,064.00							
SGR - 21/22 - Bus Replacement	\$ 99,707.00		\$ 99,707.00							
SGR - 22/23 - Transit Center	\$ 109,382.00		\$ 109,382.00							
Total SGR:	\$ 226,153.00	\$ -	\$ 226,153.00							
CAPITAL SUB-TOTAL	\$ 1,758,246.60	\$ -	\$ 1,758,246.60	\$ 30,908.60	\$ -	\$ -	\$ 20,394.28	\$ 19,961.19	\$ 22,428.66	
GRAND TOTAL	\$ 7,234,189.59	\$ -	\$ 7,234,189.59	\$ 280,462.66	\$ 299,886.66	\$ 293,197.88	\$ 327,997.08	\$ 298,619.23	\$ 299,621.55	

Lake Transit Authority FY 2022/23 Financial Summary (Unaudited)

	Budget										Year-to-Date Total	
	Adopted	Adjustment	Budget + Adjustment	January	February	March	April	May	June			
EXPENSES												
OPERATING EXPENSES												
Accounting Services	\$ 6,000.00	\$ -	\$ 6,000.00		\$ 250.00	\$ 6,000.00					\$ 6,000.00	
Legal Services	\$ 5,000.00	\$ -	\$ 5,000.00								\$ 3,584.65	
Management Contract - MWA	\$ 8,314.00	\$ -	\$ 8,314.00								\$ -	
Oper. & Maint. Contract	\$ 1,976,753.14	\$ -	\$ 1,976,753.14	\$ 125,287.51	\$ 116,665.11	\$ 129,545.09	\$ 123,930.76	\$ 121,954.99	\$ 135,419.33		\$ 1,503,726.27	
Operations Contract Rt 30 (5311-F)	\$ 431,879.96	\$ -	\$ 431,879.96	\$ 54,357.42	\$ 48,171.70	\$ 58,783.53	\$ 55,029.14	\$ 58,908.55	\$ 57,226.95		\$ 657,835.05	
Operations Contract Rt 40 (5311-F)	\$ 381,544.79		\$ 381,544.79	\$ 35,497.17	\$ 37,169.80	\$ 38,898.79	\$ 36,458.27	\$ 38,753.30	\$ 38,038.93		\$ 430,946.12	
Operations Contract - COVID				\$ 7,639.49	\$ 6,190.02	\$ 7,914.54	\$ 7,131.17	\$ 7,666.90	\$ 8,038.78		\$ 89,812.00	
Printing	\$ 12,000.00	\$ -	\$ 12,000.00						\$ 2,146.97		\$ 5,249.05	
Promotional Materials	\$ 2,400.00	\$ -	\$ 2,400.00								\$ 19.80	
Advertising / Website	\$ 5,000.00	\$ -	\$ 5,000.00								\$ 1,196.00	
Promotional Campaigns	\$ 2,000.00	\$ -	\$ 2,000.00								\$ -	
Fuel	\$ 223,658.00	\$ -	\$ 223,658.00	\$ 19,618.20	\$ 16,987.33	\$ 21,010.39	\$ 19,424.97	\$ 19,304.47	\$ 22,733.81		\$ 258,395.43	
Fuel/DEF for Route 30 (5311-F)	\$ 117,836.08	\$ -	\$ 117,836.08	\$ 10,482.94	\$ 8,567.03	\$ 11,827.65	\$ 10,800.13	\$ 11,744.38	\$ 12,042.19		\$ 141,093.86	
Fuel/DEF for Route 40 (5311-F)	\$ 76,234.03	\$ -	\$ 76,234.03	\$ 7,669.68	\$ 6,452.78	\$ 8,617.86	\$ 7,756.31	\$ 8,347.77	\$ 8,893.88		\$ 102,600.20	
Facility Maintenance	\$ 20,000.00	\$ -	\$ 20,000.00			\$ 2,689.81	\$ 485.00	\$ 3,175.37	\$ 490.00		\$ 22,680.32	
Rents & Leases	\$ 8,000.00	\$ -	\$ 8,000.00	\$ 397.00	\$ 397.00	\$ 2,798.44	\$ 397.00	\$ 422.02	\$ 397.00		\$ 8,333.59	
Utilities	\$ 7,000.00	\$ -	\$ 7,000.00	\$ 502.12	\$ 615.02	\$ 488.55	\$ 625.70	\$ 517.93	\$ 674.72		\$ 6,941.90	
Fleet Maintenance	\$ 10,000.00		\$ 10,000.00	\$ 1,097.50		\$ 2,002.00	\$ 1,742.10				\$ 5,266.60	
COVID-19 Pandemic - CARES Act			\$ 1,795,864.00	\$ 1,046.70			\$ 16,924.14				\$ 19,032.00	
Operating Funds Reserve	\$ 1,795,864.00										\$ 14,539.44	
FTA 5310 - Out-of-County NEMT - Operations				\$ 8,608.86	\$ 7,307.31	\$ 11,018.85	\$ 10,905.98	\$ 10,238.87	\$ 7,728.88		\$ 102,473.27	
FTA 5310 - Out-of-County NEMT - Fuel	\$ 386,459.00		\$ 386,459.00	\$ 1,677.74	\$ 1,340.57	\$ 2,334.01	\$ 2,227.59	\$ 2,279.70	\$ 1,499.63		\$ 21,775.87	
OPERATING SUB-TOTAL	\$ 5,475,942.99	\$ -	\$ 5,475,942.99	\$ 273,882.33	\$ 245,113.67	\$ 303,929.51	\$ 293,838.26	\$ 283,314.25	\$ 295,331.07		\$ 3,401,501.42	
CAPITAL EXPENSES												
Lake Transit Authority (Capital)												
Software	\$ 35,000.00		\$ 35,000.00		\$ 6,692.34			\$ 1,254.01			\$ 25,754.35	
Equipment	\$ 64,615.00		\$ 64,615.00		\$ 24,680.01	\$ 3,912.56		\$ 2,520.00			\$ 44,213.17	
Reserve (Capital Projects)	\$ 50,000.00		\$ 50,000.00		\$ 11,737.00	\$ 2,808.00					\$ 77,329.13	
Total LTA Capital:	\$ 149,615.00	\$ -	\$ 149,615.00								\$ -	
Proposition 1B - PTMISEA (Fund 422)												
Buses (PTMISEA)	\$ 149,912.60		\$ 149,912.60								\$ -	
Buses (FTA 5339) (2019)	\$ 768,578.00		\$ 768,578.00								\$ -	
Total PTMISEA:	\$ 918,490.60	\$ -	\$ 918,490.60								\$ -	
Low Carbon Transit Oper. Program (LCTOP)												
LCTOP Solar Canopy Project (FY 18/19)	\$ 127,647.00		\$ 127,647.00								\$ -	
LCTOP Solar Canopy Project (FY 19/20)	\$ 102,736.00		\$ 102,736.00								\$ -	
LCTOP Solar Canopy Project (FY 20/21)	\$ 69,466.00		\$ 69,466.00								\$ -	
LCTOP Solar Canopy Project (FY 21/22)	\$ 164,139.00		\$ 164,139.00								\$ -	
Total LCTOP:	\$ 463,988.00	\$ -	\$ 463,988.00								\$ -	
State of Good Repair Funding												
SGR - 18/19 - O&M Facility Equip	\$ 17,064.00		\$ 17,064.00								\$ -	
SGR - 21/22 - Bus Replacement	\$ 99,707.00		\$ 99,707.00								\$ -	
SGR - 22/23 - Transit Center	\$ 109,382.00		\$ 109,382.00								\$ -	
Total SGR:	\$ 226,153.00	\$ -	\$ 226,153.00								\$ -	
CAPITAL SUB-TOTAL	\$ 1,758,246.60	\$ -	\$ 1,758,246.60	\$ -	\$ 43,109.35	\$ 6,720.56	\$ -	\$ 3,774.01	\$ -		\$ 147,296.65	
GRAND TOTAL	\$ 7,234,189.59	\$ -	\$ 7,234,189.59	\$ 273,882.33	\$ 288,223.02	\$ 310,650.07	\$ 293,838.26	\$ 287,088.26	\$ 295,331.07		\$ 3,548,798.07	



LAKE TRANSIT AUTHORITY STAFF REPORT

TITLE: Program Manager's Report

DATE PREPARED: August 3, 2023

MEETING DATE: August 9, 2023

SUBMITTED BY: James Sookne, Program Manager

SENATE BILL 125:

Senate Bill (SB) 125, a transportation budget trailer bill, was signed by the Governor in July as part of the FY 23/24 budget. SB 125 includes new transit funding for capital projects that may also be used to cover operational needs on a region-by-region basis. Lake County will receive nearly \$8.4 million that will be allocated directly to the Lake Area Planning Council. These funds will be distributed between FY 23/24 and FY 26/27, with the bulk of the funds arriving in the first two years.

These will be formula funds that will be distributed through the Transit and Intercity Rail Capital Program (TIRCP) and the new Zero Emission Transit Capital Program (ZETCP). These funds can be for new or existing eligible projects, meaning they can be used to cover any cost increases on LTA's Transit Center project. A policy brief from CalCOG has been attached with more information.

LTA TECHNOLOGY FLOW CHART:

The implementation of the contactless payment system required the coordination of eight different vendors, including five new companies that provide a unique, yet necessary, service. To help clarify the role of each vendor and how they interact with LTA, I created the attached flow chart with a short description of how things work.

FLEET MAINTENANCE:

The LTA fleet is having some maintenance challenges that have led to the current suspension of Route 12 in Clearlake. The recent heatwave took a toll on the AC units on several buses, adding to the list of buses that need to be repaired. Some buses are waiting for parts to arrive, some have been sent to dealers outside of the area for repairs, and others have been fixed as the mechanics have time in between their routine fleet maintenance activities.

LTA and Paratransit Services (PS) staff have been working together on solutions to fix the issues. LTA has procured a scan tool that will allow the mechanics to diagnose issues that would otherwise have been identified at dealerships outside of the area. This will save time and money, allowing buses to get back on the road quicker. PS staff has found a repair shop in Ukiah that will work on some of the buses, allowing a couple of the buses to get repaired quicker. LTA also ordered seven new buses that should be in service around the beginning of the new year. Through all of this, PS staff have done a great job shuffling the available buses to provide as much service as feasibly possible.

ACTION REQUIRED: None. Informational only.

ALTERNATIVES: None identified.

RECOMMENDATION: None. Informational only.



California Association of Councils of Governments

POLICY BRIEF

July 21, 2023

The RTPA Role in Distributing New Transit Capital (and Operations) Funding in FY 23-24 State Budget

The State's Fiscal Year 23-24 Budget includes significant new funding for transit capital that may also be applied to cover transit operational needs on a region-by-region basis. Over \$5 Billion in funds will be allocated directly to Regional Transportation Planning Agencies for these purposes through a formula Transit and Intercity Rail Capital Program (TIRCP) and a new Zero Emission Transit Capital Program (ZETCP). Accompanying this funding, however, are obligations to conduct financial and transit service quality analysis that will be new to most RTPAs. This Policy Brief is meant to provide a quick overview of what is in the budget, how much will be allocated to each RTPA, and what issues still need to be addressed. We welcome your input.

A. CAPITAL FUNDING PROGRAM OVERVIEW

- ***TIRCP + ZETCP = \$5.1 Billion!*** Together, the two capital programs provide \$5.1 billion over four years (but most allocated in the next two years). There is \$4 billion for a regional Transit & Intercity Rail Capital Program (TIRCP) and \$1.1 billion for a new Zero Emission Transit Capital Program (ZETCP).
- ***With Option to Use Funds for Transit Operating Costs.*** An RTPA may opt to use all or any portion of the funds from either program for transit operating expenses consistent with an approved regional short-term financial plan or a long-term financial plan (see below). The Legislature's goal is to provide those regions that need it with a one-time multiyear bridge funding to address operational costs until long-term transit sustainability solutions are identified. Funds can be used to prevent service cuts and increase ridership; prioritize the availability of transit for riders who are transit dependent; and to prioritize transit agencies representing a significant percentage of the region's ridership.
- ***Formula Allocations Coming to an RTPA Near You!*** The TIRCP funding will be allocated to the 49 eligible RTPAs each year under the following formula: each agency to receive \$300,000 "off the top" with the remainder allocated by population as provided by Public Utilities Code § 99313. The ZETCP funding will be allocated half by population and half by revenue as provided by PUC § 99312.1(a). Our estimated **funding allocations for each RTPA are on the next page**. (Note that these are not official allocations, just our best guess based on the formulas and past practice).

CALCOG's Estimate of Funding Allocations for TIRCP and ZETCP Programs

RTPA		TIRCP FY 23-24 \$ 2,000,000,000	TIRCP FY 24-25 \$ 2,000,000,000	ZETCP FY 23-24 \$ 410,000,000	ZETCP FY 24-25 \$ 230,000,000	ZETCP FY 25-26 \$ 230,000,000	ZETCP FY 26-27 \$ 230,000,000	TIRCP + ZETCP Total RTPA
1	MTC Bay Area	\$384,225,402	\$384,225,402	\$ 149,492,128	\$ 83,861,438	\$ 83,861,438	\$ 83,861,438	\$ 1,169,527,245
2	Alpine	\$360,217	\$360,217	\$ 6,680	\$ 3,747	\$ 3,747	\$ 3,747	\$ 738,356
3	Amador	\$2,326,077	\$2,326,077	\$ 216,555	\$ 121,482	\$ 121,482	\$ 121,482	\$ 5,233,155
4	Butte	\$10,756,241	\$10,756,241	\$ 1,138,142	\$ 638,470	\$ 638,470	\$ 638,470	\$ 24,566,035
5	Calaveras	\$2,583,069	\$2,583,069	\$ 238,606	\$ 133,852	\$ 133,852	\$ 133,852	\$ 5,806,299
6	Colusa	\$1,407,255	\$1,407,255	\$ 119,404	\$ 66,983	\$ 66,983	\$ 66,983	\$ 3,134,863
7	Del Norte	\$1,652,803	\$1,652,803	\$ 147,050	\$ 82,491	\$ 82,491	\$ 82,491	\$ 3,700,131
8	El Dorado	\$9,912,691	\$9,912,691	\$ 1,054,868	\$ 591,755	\$ 591,755	\$ 591,755	\$ 22,655,516
9	Fresno	\$51,744,014	\$51,744,014	\$ 6,270,636	\$ 3,517,674	\$ 3,517,674	\$ 3,517,674	\$ 120,311,685
10	Glenn	\$1,756,404	\$1,756,404	\$ 154,671	\$ 86,767	\$ 86,767	\$ 86,767	\$ 3,927,779
11	Humboldt	\$7,117,521	\$7,117,521	\$ 821,884	\$ 461,057	\$ 461,057	\$ 461,057	\$ 16,440,097
12	Imperial	\$9,428,003	\$9,428,003	\$ 1,031,909	\$ 578,876	\$ 578,876	\$ 578,876	\$ 21,624,543
13	Inyo	\$1,261,035	\$1,261,035	\$ 99,235	\$ 55,669	\$ 55,669	\$ 55,669	\$ 2,788,312
14	Kern	\$46,453,489	\$46,453,489	\$ 5,057,036	\$ 2,836,874	\$ 2,836,874	\$ 2,836,874	\$ 106,474,636
15	Kings	\$7,980,652	\$7,980,652	\$ 824,961	\$ 462,783	\$ 462,783	\$ 462,783	\$ 18,174,615
16	Lake	\$3,697,393	\$3,697,393	\$ 368,764	\$ 206,867	\$ 206,867	\$ 206,867	\$ 8,384,153
17	Lassen	\$1,738,043	\$1,738,043	\$ 155,216	\$ 87,072	\$ 87,072	\$ 87,072	\$ 3,892,520
18	Los Angeles	\$496,747,176	\$496,747,176	\$ 119,168,466	\$ 66,850,603	\$ 66,850,603	\$ 66,850,603	\$ 1,313,214,629
19	Madera	\$8,343,278	\$8,343,278	\$ 857,946	\$ 481,287	\$ 481,287	\$ 481,287	\$ 18,988,364
20	Mariposa	\$1,161,300	\$1,161,300	\$ 91,564	\$ 51,365	\$ 51,365	\$ 51,365	\$ 2,568,261
21	Mendocino	\$4,834,808	\$4,834,808	\$ 502,724	\$ 282,016	\$ 282,016	\$ 282,016	\$ 11,018,389
22	Merced	\$14,812,007	\$14,812,007	\$ 1,569,895	\$ 880,673	\$ 880,673	\$ 880,673	\$ 33,835,927
23	Modoc	\$733,676	\$733,676	\$ 48,655	\$ 27,294	\$ 27,294	\$ 27,294	\$ 1,597,891
24	Mono	\$969,103	\$969,103	\$ 170,727	\$ 95,774	\$ 95,774	\$ 95,774	\$ 2,396,256
25	Monterey	\$22,188,165	\$22,188,165	\$ 2,966,850	\$ 1,664,331	\$ 1,664,331	\$ 1,664,331	\$ 52,336,173
26	Nevada	\$5,422,537	\$5,422,537	\$ 553,857	\$ 310,700	\$ 310,700	\$ 310,700	\$ 12,331,033
27	Orange	\$159,853,601	\$159,853,601	\$ 22,405,800	\$ 12,569,107	\$ 12,569,107	\$ 12,569,107	\$ 379,820,325
28	Placer	\$21,167,778	\$21,167,778	\$ 2,392,582	\$ 1,342,180	\$ 1,342,180	\$ 1,342,180	\$ 48,754,678
29	Plumas	\$1,266,121	\$1,266,121	\$ 115,128	\$ 64,584	\$ 64,584	\$ 64,584	\$ 2,841,122
30	Riverside	\$124,357,451	\$124,357,451	\$ 14,896,853	\$ 8,356,771	\$ 8,356,771	\$ 8,356,771	\$ 288,682,068
31	Sacramento	\$100,744,956	\$100,744,956	\$ 13,924,633	\$ 7,811,379	\$ 7,811,379	\$ 7,811,379	\$ 238,848,683
32	San Benito	\$3,639,719	\$3,639,719	\$ 350,304	\$ 196,512	\$ 196,512	\$ 196,512	\$ 8,219,278
33	San Bernardino	\$111,277,588	\$111,277,588	\$ 13,879,567	\$ 7,786,099	\$ 7,786,099	\$ 7,786,099	\$ 259,793,038
34	San Diego (Not MTS)	\$48,261,380	\$48,261,380	\$ 6,173,566	\$ 3,463,220	\$ 3,463,220	\$ 3,463,220	\$ 113,085,987
35	San Diego (MTS)	\$118,635,691	\$118,635,691	\$ 17,246,818	\$ 9,675,044	\$ 9,675,044	\$ 9,675,044	\$ 283,543,332
36	San Joaquin	\$40,282,693	\$40,282,693	\$ 5,057,317	\$ 2,837,031	\$ 2,837,031	\$ 2,837,031	\$ 94,133,798
37	San Luis Obispo	\$14,456,552	\$14,456,552	\$ 1,562,741	\$ 876,660	\$ 876,660	\$ 876,660	\$ 33,105,824
38	Santa Barbara	\$22,706,370	\$22,706,370	\$ 2,901,177	\$ 1,627,490	\$ 1,627,490	\$ 1,627,490	\$ 53,196,386
39	Santa Cruz	\$13,627,700	\$13,627,700	\$ 2,631,639	\$ 1,476,285	\$ 1,476,285	\$ 1,476,285	\$ 34,315,896
40	Shasta	\$9,425,969	\$9,425,969	\$ 991,204	\$ 556,041	\$ 556,041	\$ 556,041	\$ 21,511,265
41	Sierra	\$462,393	\$462,393	\$ 17,408	\$ 9,766	\$ 9,766	\$ 9,766	\$ 971,492
42	Siskiyou	\$2,514,816	\$2,514,816	\$ 238,464	\$ 133,772	\$ 133,772	\$ 133,772	\$ 5,669,413
43	Stanislaus	\$28,066,012	\$28,066,012	\$ 3,030,401	\$ 1,699,981	\$ 1,699,981	\$ 1,699,981	\$ 64,262,367
44	Tahoe RPA	\$5,131,622	\$5,131,622	\$ 531,302	\$ 298,047	\$ 298,047	\$ 298,047	\$ 11,688,689
45	Tehama	\$3,568,771	\$3,568,771	\$ 344,533	\$ 193,274	\$ 193,274	\$ 193,274	\$ 8,061,897
46	Trinity	\$1,110,645	\$1,110,645	\$ 86,449	\$ 48,496	\$ 48,496	\$ 48,496	\$ 2,453,226
47	Tulare	\$24,461,367	\$24,461,367	\$ 2,757,890	\$ 1,547,109	\$ 1,547,109	\$ 1,547,109	\$ 56,321,953
48	Tuolumne	\$3,076,403	\$3,076,403	\$ 294,003	\$ 164,928	\$ 164,928	\$ 164,928	\$ 6,941,593
49	Ventura	\$42,292,038	\$42,292,038	\$ 5,041,790	\$ 2,828,321	\$ 2,828,321	\$ 2,828,321	\$ 98,110,830
TOTALS		\$2,000,000,000	\$2,000,000,000	\$410,000,000	\$230,000,000	\$230,000,000	\$230,000,000	\$5,100,000,000

Methodologies. (1) For TIRCP: For each year, \$300,000 was taken off the top to each agency; the remainder (\$1.863 Billion) is allocated by population using DOF 2023 county populations. But figures for the two entities in San Diego County and the Tahoe Regional Planning Agency are estimates based on previous distributions under this formula made by the State Controller. We are least certain about the Tahoe number. **(2) For ZETCP:** In each year, half of the funds are distributed by population formula using the same method as TIRCP, the second half are distributed by transit revenues (e.g. farebox). These figures are proportional to the previous year's allocation by the State Controller.

- **TIRCP Eligibility.** Eligibility for TIRCP tracks with the existing competitive program: rail capital projects (including acquisition of rail cars and locomotives, that expand, enhance, and improve existing systems and connectivity); intercity, commuter, and urban rail that increase service levels, improve reliability or decrease travel times; rail, bus, and ferry integration; and bus rapid transit and other bus and ferry investments that increase ridership and reduce GHG emissions.
- **ZETCP Eligibility.** Funds may be allocated for funding zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure; and funding transit operations expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership (if consistent with an approved regional short-term or long-term financial plan).
- **Guidelines (Coming Quick!).** CalSTA to establish Guidelines by **September 30, 2024** in consultation with transportation planning agencies, county transportation commissions, transit development boards, and transit operators.
- **Three Steps for RTPAs to Access Funds in FY 23-24.** Prior to December 31, 2023, the RTPA must: (1) Submit compiled transit operator data (see below); then (2) Determine whether funds will be applied to transit operations either in FY 23-24 or prior to the end of FY 26-27. (If no funds will be applied to operations, then no further steps are necessary); If funds will be applied, then (3) the RTPA must submit a regional short-term financial plan (see below). Agencies that do not submit complete information will have until April 30 to remedy their filings.
- **Two Steps for RTPAs to Accessing Funds in FY 24-25.** Each RTPA must submit compiled operator data and a regional short-term financial plan (regardless of whether any funds will be used to support transit operations prior to the end of FY 26-27).
- **Submitting Compiled Transit Operator Data.** The submission of data must be consistent with adopted guidelines, but at minimum must include: operator fleet and asset management plans; revenue collection methods and annual collection costs by operator; the existing service plan and planned changes; expenditures on security and safety measures; opportunities for restructuring, eliminating redundancies, and improving coordination amongst transit operators (including consolidation of agencies or reevaluation of network management and governance structure); and schedule data in General Transit Feed Specification (GTFS) format.
- **Contents of a Regional Short-Term Financial Plan.** The plan shall: demonstrate how the region will address any operational deficit using all available funds through FY 2025–26; justify how the region’s funding is proposed to be allocated to capital and operational expenses; justify and breakdown how the funding distributed between transit operators and among projects is consistent with program guidelines; demonstrate how the plan mitigates service cuts, fare increases, or layoffs to achieve short-term financial sustainability; summarize how the plan supports ridership improvement strategies.

- **Timing and Contents of a Regional Long-Term Financial Plan.** By June 30, 2026, RTPAs shall submit a plan to sustain transit operations absent additional discretionary or nonformula state funding. The plan should demonstrate the implementation of ridership retention and recovery strategies, including, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, operational management, and site sharing, to improve rider experience. The plan must also include a five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and the progress and improvements implemented since the last submitted regional short-term financial plan.
- **Transit Data Posted.** RTPAs must post on its website a summary of monthly ridership data, consistent with the data submitted to the National Transit Database, from all its transit operators during the period of time for which it receives those moneys.
- **ZETCP Use of Funds Report.** By October 31 of each year, RTPAs shall submit a report to CalSTA that describes how much funding was used for operating costs; the number, type, date, and location of zero-emission buses, trains, or other vehicles purchased; the number, type, data, and location of electric charging stations or hydrogen fueling stations installed; the nameplate capacity of installed equipment in kilowatts for electric charging stations and kilograms per day for hydrogen fueling stations; and the total costs and the source of funding for vehicles and equipment purchased using these funds.
- **CalSTA Responsibilities.** Provide technical assistance to transit operators to transition to GTFS Real Time; work with Caltrans and regions to identify improvements that could grow ridership (including transit priority); work with Caltrans and regions to identify costs of revenue collections (including Cal-ITP);

B. New Transit Transformation Task Force (Gov't Code § 13979.3)

- **To Be Convened By The End of the Year.** Membership includes Caltrans, local governments, MPOs, RTPAs, public transit advocacy organizations, labor, academia, Legislative Committee representatives, and others at the discretion of CalSTA. Operators shall represent bus, rail, ferry, and multi-modal services.
- **Goal:** grow transit ridership and improve the transit experience for all users
- **Timeline.** CalSTA shall publish a report of recommendations by October, 2025.
- **Data to Collect.** The report must include: details of current services provided, demographics, funding source breakdowns (and limitation) for capital and operations, use of TDA funds for other modes, 10 year costs estimates that include costs of local, state, and federal mandates (e.g, ADA and Clean Transit regulations, workforce challenges, state and local policies that effect service and ridership, such as transit prioritization on roads, land use, housing, and pricing policies, state agency responsibilities and COVID service responses.

- **Recommendations to Be Made.** The report must also include recommendations to improve mobility and increase ridership (e.g., service and fare integration between agencies, providing safe and clean experiences, increasing service frequency and reliability, first and last mile access, fleet management, land use, housing and pricing policy changes, workforce development challenges, TDA reform (fare box recovery), new options for revenue, and options to value capture *of property near transit*.

C. SOME INITIAL OBSERVATIONS (And Please Share Yours With Us!)

- **Clean Up Legislation?** We have heard differing opinions about the need for clean up Legislation. There is at least one instance where a specific date in the statute does not make sense, which suggests the need for some clean up. There are also some undefined terms, like “transit operator,” where further clarification could provide better certainty. If there is any clean up Legislation, it will likely be part of a “baby budget” bill that includes clean up across several budget items.
- **Guidelines ASAP!** CalSTA must develop program Guidelines by September 30 that will be immediately applicable to \$2.4 billion allocated this budget in consultation with RTPAs and transit operators (among others).
- **Scope of CalSTA Authority.** The statute could be read many ways. But CalSTA is clearly required to “approve” the short- and long-term plans upon which funding is dependent. And the plan requires, among other things, that the RTPA provide “justification for how the region’s funding is proposed to be allocated to capital and operational expenses.” Some have expressed concern that the language invites general scrutiny beyond TIRCP and ZETCP funds to the general budget decisions of the RTPAs and transit operators in the region. We also find it interesting that the RTPA may be in the role of “justifying” specific decisions of transit operators.
- **Basic Definitions.** There is some question of whether basic terms like transit operator need more definition. The quick development of the Guidelines provides some opportunity for clarity, but significant policy decisions (like determining which operators are eligible for funding) are less likely to be accomplished in Guidelines.
- **Other Remaining Uncertainties.** There are no doubt a large number of questions that either the Guidelines or clean up legislation could/should address. Here is our start:
 - What level of review or deference will CalSTA apply in reviewing plans submitted by or projects selected by the RTPA?
 - What happens when CalSTA disagrees with an RTPA demonstration or justification; what level of deference will be applied?
 - What unexpected issues may arise by requiring this new level of coordination between RTPAs and transit providers within such a short time period?
 - How will RTPA’s cover the costs of managing funds, developing short- and long-term plans, compiling data, and undertaking other obligations?

D. STATUTORY LANGUAGE

Government Code § 13979.3.

(a) On or before January 1, 2024, the agency shall establish and convene the **Transit Transformation Task Force**.

(b) The task force shall include, but is not limited to, representatives from transit operators, both small and large operating in urban and rural jurisdictions, the Department of Transportation, local governments, metropolitan planning organizations, regional transportation planning organizations, transportation advocacy organizations with expertise in public transit, labor organizations, academic institutions, the Senate Committee on Transportation, the Assembly Committee on Transportation, and other stakeholders, as appropriate, at the discretion of the agency. Transit operators included on the task force shall include a mix of agencies that provide bus-only service, rail-only service, ferry-only service, and multimodal service.

(c) The task force shall develop a structured, coordinated process for engagement of all parties to solicit and develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services.

(d) The agency shall, in consultation with the task force, prepare and submit a report of findings and policy recommendations, including identifying where statutory changes would be needed to implement recommendations, based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The report shall identify the financial and technical feasibility of those recommendations.

(e) The report shall include, but is not limited to, and to the extent feasible, a detailed analysis of the following issues:

- (1) The services provided by transit agencies and the demographics of transit ridership, with detail on services provided, including persons with disabilities, or specific populations like low-income individuals and students.
- (2) Existing funding sources for transit with a breakdown of funding available for capital and operations, including any constitutional and statutory limitations on these existing funding sources.
- (3) The use of moneys from local transportation funds established pursuant to Section 29530 for other modes, such as streets and roads.
- (4) The cost to operate, maintain, and provide for the future growth of transit systems for the next 10 years.
- (5) The costs and operational impacts associated with federal, state, and local mandates, including, but not limited to, the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations), to the extent feasible.
- (6) Workforce recruitment, retention, and development challenges, impacting transit service.
- (7) Existing policies on state and local metrics to measure transit performance.
- (8) State and local policies that impact service efficiency and transit ridership, including, but not limited to, transit prioritization on roads, land use, housing, and pricing policies.
- (9) Identification of state departments and agencies that have responsibility for transit system oversight, grant administration, and reporting.
- (10) Information on how transit agencies modified their services in response to the COVID-19 pandemic and resulting drop in ridership and revenue.
- (11) The division of transit funding between capital and operations.

(f) The report shall also include, but is not limited to, recommendations on the following:

- (1) How to improve mobility and increase ridership on transit, including, but not limited to: (A) Service and fare coordination or integration between transit agencies. (B) Coordinated scheduling, mapping, and wayfinding between transit agencies. (C) Providing a safe and clean ride for passengers and operators. (D) Increasing the frequency and reliability, through strategies that include, but are not limited to, the sharing of real-time transit information such as arrival and departure times and predictions, service alert data, and transit prioritization on roads. (E) Strategies to provide first- and last-mile access to transit. (F) Strategies to achieve fleet and asset management goals and needs, including funding approaches.
- (2) Changes to land use, housing, and pricing policies that could improve public transit use.
- (3) Strategies to address workforce recruitment, retention, and development challenges.
- (4) Reforming the Transportation Development Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code), including, but not limited to, replacing the fare box recovery ratios and efficiency criteria with performance metrics that better measure transit operations.
- (5) Identification of the appropriate state department or agency to be responsible for transit system oversight and reporting.
- (6) New options for revenue sources to fund transit operations and capital projects to meet necessary future growth of transit systems for the next 10 years.
- (7) The potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations.

(g) The task force may consult with the California Transportation Commission to use its work on the needs assessment prepared pursuant to Section 14518 regarding the identification of future transit capital and operational needs. The task force may use data provided pursuant to Section 13987 to inform the analysis.

(h) This section shall remain in effect only until January 1, 2028, and as of that date is repealed.

Government Code § 13987.

(a) Subject to the appropriation of funds for the purposes described in paragraphs (1) and (2) in the Budget Act of 2023, 2024, 2025, or 2026, the agency shall develop and administer an accountability program related to the distribution of funds from the following sources: (1) Funds appropriated to the agency in the annual Budget Act from the General Fund for purposes of the Transit and Intercity Rail Capital Program (Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code) for allocation pursuant to Section 99313 of Public Utilities Code. (2) Funds appropriated to the agency in the annual Budget Act from the Greenhouse Gas Reduction Fund and the Public Transportation Account for purposes of the Zero-Emission Transit Capital Program (Part 6 (commencing with Section 75260) of Division 44 of the Public Resources Code) for allocation pursuant to paragraphs (1) and (2) of subdivision (a) of Section 99312.1 of the Public Utilities Code.

(b) (1) The agency shall, in consultation with transportation planning agencies, county transportation commissions, transit development boards, and transit operators, develop guidelines aligned with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260 of, the Public Resources Code for the administration of the funding described in subdivision (a).

(2) The guidelines described in this section shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1).

(3) Before adopting or modifying the guidelines pursuant to paragraph (4), the agency shall adopt draft guidelines, post those draft guidelines on its internet website, and conduct at least one public workshop or hearing on the draft guidelines. Nothing in this section precludes the agency from conducting additional public workshops or posting informal draft guidelines to inform guideline development before the adoption of final guidelines.

(4) (A) The agency shall adopt the final guidelines governing the distribution of funds for the 2023–24 fiscal year on or before September 30, 2023.

(B) The agency may modify the guidelines adopted pursuant to subparagraph (A) for the distribution of funds for the 2024–25 fiscal year no later than September 30, 2024.

(c) (1) (A) A regional transportation planning agency may only receive an allocation of funds in the 2023–24 fiscal year from the funding sources described in subdivision (a) if both of the following conditions are met by December 31, 2023:

(i) Except as provided in subparagraph (B), the regional transportation planning agency submits, and the agency approves, a regional short-term financial plan for immediate service retention consistent with the adopted guidelines and the requirements set forth in subdivision (e). If a regional transportation planning agency elects to use the funds described in subdivision (a) for operations for any of its transit operators in the 2023–24 fiscal year or forecasts operational need between the 2023–24 and 2026–27 fiscal years, inclusive, for any of its transit operators, then it shall submit a regional short-term financial plan pursuant to this clause.

(ii) The regional transportation planning agency submits to the agency regionally compiled transit operator data that is consistent with requirements included in the adopted guidelines and the requirements set forth in subdivision (f), and is compiled in coordination with transit operators providing service within the jurisdiction of the regional transportation planning agency.

(B) A regional transportation planning agency shall not be required to submit a regional short-term financial plan pursuant to subparagraph (A) if it declares that it does not have an operational need between the 2023–24 and 2026–27 fiscal years, inclusive, for any of its transit operators and will not use funding sources described in subdivision (a) for operations for any of its transit operators.

(2) A regional transportation planning agency may only receive an allocation of funds in the 2024–25 fiscal year from the funding sources described in subdivision (a) if it submits, and the agency approves, an updated regional short-term financial plan, and updated transit operator data, as described in paragraph (1), by December 31, 2025. The requirement to submit a regional short-term financial plan to receive 2024–25 fiscal year funding shall apply to all regional transportation planning agencies receiving funding described in subdivision (a) regardless of whether the agency was exempt pursuant to subparagraph (B) of paragraph (1).

(3) Notwithstanding paragraphs (1) and (2), the agency shall provide a regional transportation planning agency that does not meet requirements specified in paragraph (1) or (2) with an opportunity to remedy its plan and data and shall provide the allocation of funding after the requirements are met by no later than April 30, 2024, for the 2023–24 fiscal year and by no later than April 30, 2025, for the 2024–25 fiscal year.

(4) Upon agency approval of a regional short-term financial plan pursuant to paragraph (1) or (2), a regional transportation planning agency shall post the plan on its internet website.

(d) A regional transportation planning agency shall submit a long-term financial plan consistent with the requirements of subdivision (g) to the agency by June 30, 2026, that addresses the approach to sustain its region's transit operations absent additional discretionary or nonformula state funding.

(e) For purposes of subdivision (c), a regional short-term financial plan shall include, but is not limited to, all of the following:

(1) A demonstration of how the region will address any operational deficit, using all available funds including the fund sources described in subdivision (a), through the 2025–26 fiscal year, based on a 2022 service baseline.

(2) Justification for how the region's funding is proposed to be allocated to capital and operational expenses.

(3) A detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260 of, the Public Resources Code

(4) A demonstration of how the plan will mitigate service cuts, fare increases, or layoffs relative to a 2022 service baseline to achieve short-term financial sustainability.

(5) A summary of how the plan will support ridership improvement strategies that focus on riders, such as coordinating schedules and ease of payment and improving cleanliness and safety, to improve the ridership experience.

(f) For purposes of subdivision (c), a regional transportation planning agency shall compile and submit regionally representative transit operator data to the agency including, but not limited to, all of the following data:

(1) Existing fleet and asset management plans by transit operator.

(2) Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved.

(3) A statement of existing service plan and planned service changes.

(4) Expenditures on security and safety measures.

(5) Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators, including, but not limited to, consolidation of agencies or reevaluation of network management and governance structure.

(6) Schedule data in General Transit Feed Specification (GTFS) format to enable full visibility of service and service changes where feasible.

(g) For purposes of subdivision (d), a regional long-term financial plan shall include, but is not limited to, both of the following:

(1) Demonstration of the implementation of ridership retention and recovery strategies, including, but not limited to, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, operational management, and site sharing, to improve rider experience.

(2) A five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and the progress and improvements implemented since the last submitted regional short-term financial plan.

(h) As a condition of receiving moneys from the funding sources described in subdivision (a), a regional transportation planning agency shall post on its internet website a summary of monthly ridership data, consistent with the data submitted to the National Transit Database, from all its transit operators during the period of time for which it receives those moneys.

(i) (1) The agency shall support the transit goals set forth in this section by doing all of the following:

(A) Providing technical assistance to transit operators to transition to GTFS Real Time.

(B) Working with the Department of Transportation and each region to identify service improvements that could further grow ridership at both regional and interregional levels, including, but not limited to, transit priority.

(C) Working with the Department of Transportation and each region to identify opportunities to reduce the costs of revenue collection across operators, including through their California Integrated Transit Project.

(2) The agency may withhold up to five million dollars (\$5,000,000) of the funding described in subdivision (a) to administer the accountability program established pursuant to this section. This funding shall be available for encumbrance and liquidation until June 30, 2028.

(j) For purposes of this section, "regional transportation planning agency" means a recipient of funding described in paragraphs (1) and (2) of subdivision (a) of Section 99312.1 of the Public Utilities Code.

Government Code § 14509.5.

(a) Notwithstanding any other law, each member of an advisory committee to the commission who is not a commission member shall receive a per diem of one hundred dollars (\$100) for each day actually spent in the discharge of authorized advisory committee duties, and shall also be reimbursed for traveling and other expenses necessarily incurred in the performance of those duties.

(b) For purposes of this section, "advisory committee" includes, but is not limited to, those committees described in Sections 14506 and 14506.5 of this code and Section 3090 of the Vehicle Code.



Connectivity Provider
localcontrol.firstnet.att.com



GTFS-RT & OTP
dashboard.goswift.ly



GPS Tracker
<https://cloud.samsara.com/signin>



Payment Acceptance Device (PAD)
18.144.123.142:8080/afc_saas/#



GTFS – Static Feed
<https://gtfs.trilliumtransit.com/login>



- FTA Grant Management
- NTD Reporting
- Organizational Information
cadot.blackcattransit.com



SGR Management & ePPR
calsmart.dot.ca.gov/

LTA provides route and schedule data to Trillium, who converts that data into the General Transit Feed Specification (GTFS). GTFS data is static and is used by companies such as Google and Apple to provide public transit data in their mapping applications. Swiftly uses GPS data, provided by trackers from Samsara, and the GTFS data produced by Trillium to produce LTA's GTFS-RT (real-time) data. This data is used by apps such as Transit, Google Maps, and Apple Maps to show where a bus is on the route and predict when it will be at a certain location. Additionally, Swiftly uses this data to provide On-time Performance data for LTA.

SCSoft provides the payment acceptance devices (PADs) necessary for LTA's contactless payment system. Riders tap their credit cards or mobile wallets on the PAD when they get on and off the bus. This data is transferred from the PAD to the cloud using cellular service provided by FirstNet. Using the GTFS-RT feed provided by Swiftly, SCSoft determines the rider's trip length and fare. LittlePay uses the data provided by SCSoft to process the fare payment and Elavon actually moves the money from the Rider's account to LTA's bank account at the Savings Bank of Mendocino County.

LTA uses CalSMART to upload and track State of Good Repair (SGR) projects. The BlackCat system is used to apply for and manage Federal grant projects for 5310, 5311, 5311(f), and 5339, and COVID-related funds. Organizational information such as fleet inventory, service information, and points of contact are in the agency's profile. This system is also used for National Transit Database (NTD) reporting.



Transit Processor
merchant.littlepay.com/login



Payment Processor
mypaymentsinsider.com



P.O Box 698 Lower Lake, CA 95457
Tel: 707-994-3384 Fax: 707-994-3387

TO: Lake Transit Authority Board of Directors
FROM: Johnnie Lindsey, Project Manager
DATE: 08/09/2023
RE: June and July 2023

Rider ship Comparison

JUNE 2023 – 18,642 SAT- 1333 JUNE 2022 – 65,713

JULY 2023 – 17440 SAT- 1554 JULY 2022-11,458

- Employee Training and Recruitment:

We have been hit a gain in this department. We have lost at least 6 drivers due to various reasons like other job opportunities, health, and moving out of the area. We currently have 3 in training and are actively recruiting to fill the other vacant positions.

Our other problems we are facing is with our fleet. As you know for the past 3 years there has been a major supply chain shortage plaguing our industry for bus chassis and materials which makes getting replacement vehicles very difficult. With that being said we are facing daily problems with our aged out fleet that is in constant need of daily repairs.

Route 12 has had to be canceled due to our bus shortage.

Exceptions:

	Clearlake	Lakeport
MAY	0	0
JUNE	0	0
JULY	0	0

Rider Incidents and Police Involvement Concerns

On June 27th we have one incident involving a regular ADA passenger. Over the last year this passenger has had 3 violent outbursts which put the other passengers, the driver, and himself at serious risk of injury. This incident involved our Operation Supervisor, Patrick Teahan. The same passenger had another violent outburst which caused Patrick to restrain him to prevent any injuries. Clearlake Police Department as well as the Fire Department were dispatched to the scene, which ultimately ended with the passenger being transported to the hospital.

On July 26th I was notified about 4 individuals who were loitering at the Walmart shelters using drugs intravenously. I went up to Walmart in my personal car parked a few spots away from the shelter and watched. After about 10 minutes I observed 2 of the individuals in fact use drugs. I called Clearlake P.D. and they responded.

Compliments, Complaints and Comments

In June we had 11 Complaints and 2 Compliments and July we had 12 complaints

Of my 23 complaints all were investigated and 10 were unfounded. The rest were proven to be true. The drivers were counseled and in some cases sent back for re-training to address the specific incident.

Other Updates

With the high temperatures we have been having the A/C systems in these older buses are having a very hard time keeping up. We have distributed cold waters to both the drivers and passengers on the extremely hot days.

As you are all aware we had to say good bye to Gary McFarland in June. Gary made a very huge impact at Lake Transit, not only for his leadership skills but for being Gary! Gary taught Sam, Patrick, and myself a new way to approach our job and the way we think about things. He is for sure a one of a kind person and he is very much missed.

New promotions

I am pleased to announce the promotion of Samuel Gaytan to Assistant Project manager. Patrick Teahan to Operations Supervisor. Jacquie Loustalot to Road Supervisor.

Additional Employee News

We have 2 employees Nicky Smith and Jeff Woodds who have both just received their 10 years of service plaques. Nicky Smith is our Lead Dispatcher and Jeff Woodds is a driver. We are proud of them both.

Thank you for all your support



From: Laurie Fisher, CEO/Program Manager, Lake Links

Mobility Report 8/2/23

1). Pay-Your-Pal Ride Assistance Program

- **Update**
8 new riders since last meeting.

PAY-YOUR-PAL UTILIZATION

<u>PERIOD</u>	<u># RIDERS</u>	<u># ONE-WAY TRIPS</u>	<u>TOTAL MILEAGE</u>	<u>TOTAL REIMBURSEMENT</u>
April 2023	72	891	14,867.10	\$5,946.84
May 2023	72	937	15,010.80	\$6,004.32
June 2023 (July data not available yet)	75	1,056	16,420.60	\$6,568.24

2). Medi-Links: Out of County Medical Transportation

MEDI-LINKS UTILIZATION

<u>PERIOD</u>	<u># SCHEDULED TRIPS</u>	<u># COMPLETED TRIPS</u>	<u># CANCELLED TRIPS</u>
May 2023	30	26	4
June 2023	30	24	6
July 2023	24	19	5

- LTA/Paratransit Services is now scheduling Medi-Link trips, with Lake Links doing the eligibility determination and referrals.

3). Ride Links Volunteer Driver Program is launching soon!

- **Update Now Recruiting Volunteer Drivers!**
- **Informational Orientations and No-Cost Volunteer Driver Trainings Scheduled:**
 - **Drop-In Informational Orientations:**
 - **Thursdays, Jul 13, Aug 10, Sept 14 or Oct 12, 2023, from 3:30-4:30 pm at our Lake Links office located at 14420 Lakeshore Dr, Ste C, Clearlake**
(This is a great time to drop in to learn more about volunteering for the Ride Links program.)
 - **No-Cost Volunteer Driver Trainings:**
 - **Fridays, July 14, Aug 11, Sept 15 or Oct 13, 2023, from 9 am to Noon at our Lake Links office located at 14420 Lakeshore Dr, Ste C, Clearlake.**
(Attending only one training is required. Seating is limited so prior registration is recommended. To register call 707-995-3330 or email: info@lakelinks.org)
 - We held our first volunteer driver training on July 14th and have 6 new volunteer drivers that are being on-boarded. Once all requirements have been met, we will be scheduling eligibility/assessment appointments with seniors interested in applying for the Ride Links program. (Ride Links brochures have been ordered and we should have them soon to distribute.)

4). Lake Links has recently transitioned to the Assisted Rides scheduling software program. This program should be more efficient, save staff time, and can be used for both programs.

5). Lake Links new website went live! www.lakelinks.org Check it out.