Lake Transit Authority

Lisa Davey-Bates, Executive Director



<u>Administration</u> 525 South Main Street, Ste. G Ukiah, CA 95482 (707) 263-7868 <u>Operations</u> P.O. Box 698 Lower Lake, CA 95457 (707) 994-3384

- DATE: June 11, 2025
- TIME: 10:30 a.m. (or as soon thereafter as the Service Authority for Freeway Emergencies Meeting Adjourns)
- PLACE: Clearlake City Council Chambers 14050 Olympic Drive Clearlake, California

Audioconference

Dial-in number: 1 (669) 900-6833 / Meeting ID: 864 9455 9596# Passcode: 653178 *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 May 14, 2025 Meeting *Review and proposed approval*
- 5. Triennial Performance Audit (FY 2021/22, FY 2022/23, and FY 2023/24) ending June 30, 2024 *Review and proposed approval*

REGULAR CALENDAR

- 6. Fiscal Year 2025/26 LTA Operations and Capital Budget *Review and proposed approval*
- 7. 2024/25 Lake Transit Authority Third Quarter Report *Review and proposed approval*

REPORTS

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

ADJOURN

PUBLIC EXPRESSION

Lake Transit Authority Agenda – June 11, 2025 Page Two

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 agendized, 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: June 5, 2025



Lake Transit Authority

Lisa Davey-Bates, Executive Director

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LAKE TRANSIT AUTHORITY

MEETING MINUTES

Wednesday, May 14, 2025

Location: Lake Transit Authority 9240 Highway 53 Lower Lake, California

Present

Bruno Sabatier, Supervisor, County of Lake Russ Cremer, City Council, City of Clearlake Dirk Slooten, City of Clearlake Stacey Mattina, City Council Member, City of Lakeport Danny Wind, Member-at-Large

Also Present

Lisa Davey-Bates, Executive Director – Lake Transit Authority James Sookne, Program Manager – Lake Transit Authority Charlene Parker, Admin. Staff – Lake Transit Authority Christie Scheffer – Paratransit Services Bill Kluth – Paratransit Services Samuel Gaytan – Paratransit Services Mark Wall – Mark Wall Associates John Speka, Planning Staff – Lake APC

Attending via Zoom

Alexis Pedrotti, Project Manager – Lake Transit Authority Hector Ortega – Lake Transit Authority Nephele Barrett – Lake APC Saskia Rymer-Burnett – Caltrans Jeff Pimentel – Caltrans

1. Call Meeting to Order

Chair Mattina called the meeting to order at 9:00 a.m.

2. Roll Call

Charlene Parker called roll. Members present: Sabatier, Slooten, Cremer, Mattina, Wind

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

None

CONSENT CALENDAR

- 4. Approval of Minutes of April 9, 2025 Meeting
- 5. Fiscal Year 2024/25 Budget Amendment No. 4
- 7. Approval of the Memorandum of Understanding for the Free College Fare Program
 - Mendocino College

Director Cremer made a motion to approve the Consent Calendar, excluding Item #6. The motion was seconded by Director Slooten. Roll call: Ayes –Mattina, Sabatier, Cremer, Slooten, Wind; Abstain – ; Absent – Parlet, Rasmussen

6. Extension of Advertising Service Agreement with Helen & Company Advertising, Inc. (item pulled from the Consent Calendar)

Director Sabatier pulled this item from the Consent Calendar to make a quick comment. He informed the Board that while he was traveling through Humboldt County, he saw the advertisement on the back of a Humboldt Transit Authority (HTA) bus. This ad was much smaller than what is found on LTA buses and costs roughly the same amount. He stated that he spoke with James and was wondering if LTA could charge different prices for different size ads on the back of the buses. James said that he'd speak to the advertising contractor about it and get back to the Board at a future date.

Director Cremer made a motion to approve the Extension of the Advertising Service Agreement with Helen & Company Advertising, Inc. The motion was seconded by Director Sabatier. Roll call: Ayes – Mattina, Sabatier, Cremer, Slooten, Wind; Nays –; Abstain –; Absent – Parlet, Rasmussen

REGULAR CALENDAR

 CLOSED SESSION – Pursuant to Government Code Section 54957 – (b)(1): Personnel Employment – Review of Proposals and Recommendations of Contractor for Management, Operations, and Maintenance Services. Any public reports of action taken under this item in closed session will be made in accordance with Govt. Code Sections 54957.

People in attendance not pertinent to the review of proposals and recommendation of a contractor for the management, operations, and maintenance services for Lake Transit Authority excused themselves from the meeting at 9:06 a.m. to allow the Board members to review and discuss the recommendation presented before them.

Chair Mattina called the end of the closed session and requested LTA staff, contractors, and members of the public to re-enter to continue the Board meeting at 9:26 a.m.

Chair Mattina announced that the reportable action was to move forward with the recommendation to award the contract with Transportation Concepts.

9. Award of the Management, Operations, and Maintenance Services Contract for the Period July 1, 2025 through June 30, 2028

James stated that the contract was included in the packet and that the only thing missing from it is Exhibit H, which is the contractor's proposal. That would be included in the fully executed version of

the contract.

Director Sabatier stated that he had a good conversation with James and thanked him for answering his questions. His main concern was how will LTA hold the contractor accountable. James told him that there would be regular meetings, at least monthly if not more frequently, to ensure accountability.

Director Sabatier made a motion to approve the Management, Operations, and Maintenance Services Contract for the Period of July 1, 2025 through June 30, 2028 to Transportation Concepts, Inc. The motion was seconded by Director Cremer. Roll call: Ayes – Mattina, Sabatier, Cremer, Slooten, Wind; Nays –; Abstain – ; Absent – Parlet, Rasmussen

10. Presentation of the Draft 2025/26 LTA Budget

James stated he reformatted the budget for the upcoming fiscal year to show which revenue sources were being expended for each line item. The projected deficit for this year is approximately \$350,000, which is significantly less than the previous year. Staff is proposing to cover the deficit using SB 125 funds. The projected fuel costs may be a little high since they're based off of the current year, which includes more revenue miles than the upcoming year.

Director Sabatier asked if the previous action taken will warrant an amendment to the budget. James stated that the contract costs in the draft budget are from the new contract, effective July 1. He did say that there would still be an amendment with actual carryover amounts once the current fiscal year closes.

James stated that in the interest of time, he would like to take Item #s 11-14 in one motion but will discuss each one separately.

- 11. Resolution No. 2024-25-04 Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: 2025 Bus Stop Enhancement Project
- 12. Resolution No. 2024-25-05 Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: (1) Electric Vehicle Chargers – Phase 1 and (2) Free Fares for the Summer Cruisin' Program
- 13. Resolution No. 2024-25-06 Authorizing the Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) and/or 5339 (49 U.S.C. Section 5339) with California Department of Transportation
- 14. Resolution No. 2024-25-07 Authorizing the Federal Funding Under FTA Section 5310 (49 U.S.C. Section 5310) with California Department of Transportation

Item #11 is the resolution authorizing the execution of certifications and assurances and authorized agent forms for the LCTOP program for the 2025 Bus Stop Enhancement Project. James developed this project based on direction at the previous meeting. He included 9 locations for shelters and/or benches and got the locations from the operations contractor and the Bus Passenger Facilities Plan. Those locations can be amended at a future date if desired.

Item #12 is the resolution authorizing the execution of certifications and assurances and authorized agent forms for the LCTOP program for the following projects: Electric Vehicle Chargers Phase 1 and Free Fares for the Summer Cruisin' Program. Staff took these projects before the Executive Committee in late April. The funds for these two projects were originally allocated for the solar canopy project over the bus yard at the operations yard. Due to increased costs for that project and

for the transit center, staff felt it would be better to shift these funds to the transit center and use a little bit of them for the Summer Cruisin' Program for this year and next. Staff intends to apply for a larger grant for the operations and maintenance facility that would include the solar canopy.

Director Cremer asked what the timing would be for the new projects. James stated that these funds need to be spent by next year and that the chargers will be purchased next year and that Caltrans would work with staff to expend the funds. Director Sabatier asked what kind of chargers would be installed. James stated they would be DC Fast Chargers. He asked how drivers check riders for the Summer Cruisin' Program. James stated that they do it by observation and use the honor system.

Item #13 is the resolution authorizing the federal funding under FTA Section 5311 and/or 5339 and directing the Executive Director to execute all necessary documents. This is a standard resolution that is updated every three years.

Item #14 looks very similar to the FTA 5310 that was approved last month. The only difference is the FTA Circular that is referenced in the resolution has been updated from G to H.

Director Slooten made a motion to approve Resolution No. 2024-25-04, -05, -06, and -07, as presented. The motion was seconded by Director Sabatier. Roll call: Ayes –Mattina, Sabatier, Cremer, Slooten, Wind; Nays –; Abstain – ; Absent – Parlet, Rasmussen

Chair Mattina stated that in the interest of time, the reports from Paratransit Services and Lake Links are in the information packet.

ADJOURN

Chair Mattina adjourned the Lake Transit Authority meeting at 9:41 AM.

Respectfully Submitted,

DRAFT

James Sookne, Program Manager



Lake Area Planning Council

TDA Triennial Performance Audit of Lake Transit Authority (LTA) for FY 2021/22 - FY 2023/24

Final Report | May 2025









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Chapter 1 | Executive Summary

In 2024, the Lake County/City Area Planning Council (APC) selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the two transit operators to which it allocates TDA funding.

The California Public Utilities Code requires all recipients of Transit Development Act (TDA) Article 4 funding to undergo an independent performance audit on a three-year cycle in order to maintain funding eligibility. Audits of Article 8 recipients are encouraged.

The Triennial Performance Audit is designed to be an independent and objective evaluation of Lake Transit Authority (LTA) as a public transit operator, providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three fiscal years. In addition to assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designate an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds.

This chapter summarizes key findings and recommendations developed during the Triennial Performance Audit (TPA) of Lake Transit Authority's public transit program for the period:

- Fiscal Year 2021/22,
- Fiscal Year 2022/23, and
- Fiscal Year 2023/24.

Lake Transit Authority (LTA) provides public transportation throughout Lake County with connections to Napa and Mendocino counties. Services include regional and local fixed routes, along with Dial-A-Ride (DAR) curb-to-curb service and Flex Stop service in areas not covered by DAR. Most routes operate Monday through Saturday, with hours ranging from 6:00 a.m. to 8:50 p.m. LTA also offers Medi-Links, a shared ride service for non-emergency medical trips within Lake County and to out-of-county destinations like Napa, Santa Rosa, and the Bay Area.

This performance audit was conducted in accordance with generally accepted government auditing standards. Those standards require that the audit team plans and performs the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for its findings and conclusions based on the audit objectives. Moore & Associates believes the evidence obtained provides a reasonable basis for our findings and conclusions.

This audit was also conducted in accordance with the processes established by the California Department of Transportation (Caltrans), as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*.





The Triennial Performance Audit includes five elements:

- Compliance requirements,
- Prior recommendations,
- Analysis of program data reporting,
- Performance Audit, and
- Functional review.

Test of Compliance

Based on discussions with LTA staff, analysis of program performance, and an audit of program compliance and function, the audit team presents no compliance findings.

Status of Prior Recommendations

The prior audit – completed in May 2022 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2021 – included three recommendations:

- 1. Ensure State Controller Reports continue to be submitted within the established timeframe. **Status:** Implemented
- Work with Lake APC's auditors to ensure future audits are completed within the established timeframe for transit operators.
 Status: Implemented
- Ensure accurate full-time equivalent (FTE) employee data is used for reporting to the State Controller.
 Status: Implemented

•

Findings and Recommendations

Based on discussions with Lake Transit Authority staff, analysis of program performance, and a review of program compliance and function, the audit team submits no compliance findings for LTA.

The audit team has identified one functional finding. While this finding is not a compliance finding, the audit team believes it warrants inclusion in this report:

1. The driver shortage has impacted LTA's ability to fully restore all service and occasionally results in additional service being missed.

In completing this Triennial Performance Audit, we submit the following recommendations for the LTA's public transit program. They have been divided into two categories: TDA Program compliance recommendations and functional recommendations. TDA program compliance recommendations are intended to assist in bringing the operator into compliance with the requirements and standards of the TDA, while Functional Recommendations address issues identified during the triennial audit that are not specific to TDA compliance.





Exhibit 1.1 Summary of Audit Recommendations

| Functional Recommendations | | Importance | Timeline |
|----------------------------|---|------------|----------|
| 1 | Work with the operations contractor to evaluate recruitment and hiring activities and other factors to in an effort to further restore service by returning to full staffing levels. | High | ASAP |







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Chapter 2 | Audit Scope and Methodology

The Triennial Performance Audit (TPA) of the Lake Transit Authority public transit program covers the three-year period ending June 30, 2024. The California Public Utilities Code requires all recipients of Transit Development Act (TDA) funding to complete an independent review on a three-year cycle in order to maintain funding eligibility.

In 2024, the Lake County/City Area Planning Council (APC) selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the two transit operators to which it allocates TDA funding. Moore & Associates is a consulting firm specializing in public transportation, including audits of non-TDA Article 4 recipients. Selection of Moore & Associates followed a competitive procurement process.

The Triennial Performance Audit is designed to be an independent and objective evaluation of the LTA as a public transit operator. Direct benefits of a Triennial Performance Audit include providing operator management with information on the economy, efficiency, and effectiveness of its programs across the prior three years; helpful insight for use in future planning; and assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized. Finally, the Triennial Performance Audit fulfills the requirement of PUC Section 99246(a) that the RTPA designate an entity other than itself to conduct a performance audit of the activities of each operator to whom it allocates funds.

This performance audit was conducted in accordance with generally accepted government auditing standards. Those standards require that the audit team plans and performs the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for its findings and conclusions based on the audit objectives. The auditors believe the evidence obtained provides a reasonable basis for our findings and conclusions.

The audit was also conducted in accordance with the processes established by the California Department of Transportation (Caltrans), as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, as well as *Government Auditing Standards* published by the U.S. Comptroller General.

Objectives

A Triennial Performance Audit (TPA) has four primary objectives:

- 1. Assess compliance with TDA regulations;
- 2. Review improvements subsequently implemented as well as progress toward adopted goals;
- 3. Evaluate the efficiency and effectiveness of the transit operator; and
- 4. Provide sound, constructive recommendations for improving the efficiency and functionality of the transit operator.





Scope

The TPA is a systematic review of performance evaluating the efficiency, economy, and effectiveness of the transit operator. The audit of Lake Transit Authority included five tasks:

- 1. A review of compliance with TDA requirements and regulations.
- 2. A review of the status of recommendations included in the prior Triennial Performance Audit.
- 3. A verification of the methodology for calculating performance indicators including the following activities:
 - Assessment of internal controls,
 - Test of data collection methods,
 - Calculation of performance indicators, and
 - Evaluation of performance.
- 4. Comparison of data reporting practices:
 - Internal reports,
 - State Controller Reports, and
 - National Transit Database.
- 5. Examination of the following functions:
 - General management and organization;
 - Service planning;
 - Administration;
 - Marketing and public information;
 - Scheduling, dispatching, and operations;
 - Personnel management and training; and
 - Maintenance.
- 6. Conclusions and recommendations to address opportunities for improvement based upon analysis of the information collected and the audit of the transit operator's major functions.

Methodology

The methodology for the Triennial Performance Audit of Lake Transit Authority included thorough review of documents relevant to the scope of the audit, as well as information contained on the LTA's website. The documents reviewed included the following (spanning the full three-year period):

- Monthly performance reports;
- State Controller Reports;
- Annual budgets;
- TDA fiscal audits;
- Transit marketing collateral;
- TDA claims;
- Fleet inventory;
- Preventive maintenance schedules and forms;
- California Highway Patrol Terminal Inspection reports;
- National Transit Database reports;





- Accident/road call logs; and
- Organizational chart.

The methodology for this audit included a virtual site visit with Lake Transit Authority representatives on May 7, 2025. The audit team met with James Sookne (Program Manager, LTA/Lake APC), Lisa Davey-Bates (Executive Director, LTA/Lake APC), Alexis Pedrotti (Project Manager, LTA/Lake APC), Charlene Parker (Administrative/Planning Associate, LTA/Lake APC), Nephele Barrett (Planning Contractor, Lake APC), John Speka (Senior Transportation Planner, Lake APC), Samuel Gaytan (Project Manager, Paratransit Services), and Patrick Teahan (Operations Manager, Paratransit Services), and reviewed materials germane to the triennial audit.

This report is comprised of eight chapters divided into three sections:

- 1. Executive Summary: A summary of the key findings and recommendations developed during the Triennial Performance Audit process.
- 2. TPA Scope and Methodology: Methodology of the review and pertinent background information.
- 3. TPA Results: In-depth discussion of findings surrounding each of the subsequent elements of the audit:
 - Compliance with statutory and regulatory requirements,
 - Status of prior recommendations,
 - Consistency among reported data,
 - Performance measures and trends,
 - Functional audit, and
 - Findings and recommendations.





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Chapter 3 | Program Compliance

This section examines Lake Transit Authority's compliance with the Transportation Development Act as well as relevant sections of the California Code of Regulations. An annual certified fiscal audit confirms TDA funds were apportioned in conformance with applicable laws, rules, and regulations. LTA considers full use of funds under California Code of Regulations (CCR) 6754(a) as referring to operating funds but not capital funds. The TPA findings and related comments are delineated in Exhibit 3.1.

Status of compliance items was determined through discussions with Lake Transit Authority staff as well as an inspection of relevant documents including the fiscal audits for each year of the triennium, State Controller annual filings, California Highway Patrol terminal inspections, National Transit Database reports, year-end performance reports, and other compliance-related documentation.

No compliance issues were identified for Lake Transit Authority:

Developments Occurring During the Audit Period

For many operators, the FY 2021/22 – FY 2023/24 audit period reflected both the acute impacts of and recovery from the COVID-19 pandemic. By the end of the audit period – even earlier in some cases – most operators had exhausted federal relief funds, even though penalties for non-compliance with farebox recovery ratios continued to be waived. Many operators, even more than five years after the onset of the pandemic, still struggle with ridership that has yet to recover to pre-pandemic levels.

Assembly Bill 90, signed into law on June 29, 2020, provided temporary regulatory relief for transit operators required to conform with Transportation Development Act (TDA) farebox recovery ratio thresholds in FY 2019/20 and FY 2020/21. Assembly Bill 149, signed into law on July 16, 2021, provided additional regulatory relief by extending the provisions of AB 90 through FY 2022/23 and adjusting definitions of eligible revenues and operating costs. Most recently, Senate Bill 125, signed into law on July 10, 2023, extended protections provided via earlier legislation through FY 2025/26. While this means the audit period covered by this audit is fully exempt from penalties for non-compliance with the farebox recovery ratio, for example, it also means that transit operators will likely need to be in compliance by the last year of the next audit period.

While the ability to maintain state mandates and performance measures is important, these measures enable transit operators to adjust to the impacts of COVID while continuing to receive their full allocations of funding under the TDA.

Together, these three pieces of legislation include the following provisions specific to transit operator TDA funding under Article 4 and Article 8:

- 1. Prohibits the imposition of the TDA revenue penalty on an operator that did not maintain the required ratio of fare revenues to operating cost from FY 2019/20 through FY 2025/26.
- 2. Expands the definition of "local funds" to enable the use of federal funding to supplement fare revenues and allows operators to calculate free and reduced fares at their actual value.





- 3. Adjusts the definition of operating cost to exclude the cost of ADA paratransit services, demandresponse and microtransit services designed to extend access to service, ticketing/payment systems, security, some pension costs, and some planning costs.
- 4. Allows operators to use STA funds as needed to keep transit service levels from being reduced or eliminated through FY 2025/26.

SB 125 calls for the establishment of the Transit Transformation Task Force to develop policy recommendations to grow transit ridership and improve the transit experience for all users. In the 50-plus years since introduction of the Transportation Development Act, there have been many changes to public transportation in California. Many operators have faced significant challenges in meeting the farebox recovery ratio requirement, calling into question whether it remains the best measure for TDA compliance. In 2018, the chairs of California's state legislative transportation committees requested the California Transit Association spearhead a policy task force to examine the TDA, which resulted in a draft framework for TDA reform released in early 2020. The Transit Transformation Task Force is required to submit a report of its findings and policy recommendations to the State Legislature by October 31, 2025. This report is expected to include recommendations for TDA reform, which may impact the next Triennial Performance Audit period.

| Compliance Element | Reference | Compliance | Comments |
|---|-------------|----------------|--|
| State Controller Reports submitted on time. | PUC 99243 | In compliance | FY 2021/22: January 31, 2023 FY 2022/23: January 30, 2024 FY 2023/24: January 31, 2025 |
| Fiscal and compliance audits submitted within 180 days following the end of the fiscal year (or with up to 90-day extension). | PUC 99245 | In compliance | FY 2021/22: February 15, 2023 FY 2022/23: March 27, 2024 FY 2023/24: March 27, 2025 |
| Operator's terminal rated as satisfactory by CHP within the 13 months prior to each TDA claim. | PUC 99251 B | In compliance | November 10, 2020 February 9, 2022 February 16, 2023 February 27, 2024 February 21, 2025 |
| Operator's claim for TDA funds submitted in compliance with rules and regulations adopted by the RTPA. | PUC 99261 | In compliance | |
| If operator serves urbanized and non- urbanized areas, it has maintained a ratio of fare revenues to operating costs at least equal to the ratio determined by the rules and regulations adopted by the RTPA. | PUC 99270.1 | Not applicable | |
| Except as otherwise provided, the allocation for any purpose specified under Article 8 may in no year exceed 50% of the amount required to meet the total planning expenditures for that purpose. | PUC 99405 | Not applicable | LTA does not receive funding under Article 8. |

Exhibit 3.1 Transit Development Act Compliance Requirements





| Compliance Element | Reference | Compliance | Comments |
|---|-------------------------------------|----------------|---|
| An operator receiving allocations under Article 8(c) may be subject to regional, countywide, or subarea performance criteria, local match requirements, or fare recovery ratios adopted by resolution of the RTPA. | PUC 99405 | Not applicable | LTA does not receive funding under Article 8c. |
| The operator's operating budget has not increased by more than 15% over the preceding year, nor is there a substantial increase or decrease in the scope of operations or capital budget provisions for major new fixed facilities unless the operator has reasonably supported and substantiated the change(s). | PUC 99266 | In compliance | FY 2021/22: +118.45% FY 2022/23: +60.33% FY 2023/24: +107.38% Source: SCO reports, FY 2021 – FY 2023. The apparent increase was due primarily to the budget being based on a higher number of revenue that actually ended up being provided each year. |
| The operator's definitions of performance measures are consistent with the Public Utilities Code Section 99247. | PUC 99247 | In compliance | |
| If the operator serves an urbanized area, it has maintained a ratio of fare revenues to operating cost at least equal to one-fifth (20 percent). | PUC 99268.2, 99268.4, 99268.1 | Not applicable | |
| If the operator serves a rural area, it has maintained a ratio of fare revenues to operating cost at least equal to one-tenth (10 percent). | PUC 99268.2, 99268.4, 99268.5 | In compliance | FY 2021/22: 16.15% FY 2022/23: 11.76% FY 2023/24: 7.99% Source: TDA fiscal audits, FY 2022 – FY 2024. This requirement was waived during the audit period under AB 90, AB 149, and SB 125. |
| For a claimant that provides only services to elderly and handicapped persons, the ratio of fare revenues to operating cost shall be at least 10 percent. | PUC 99268.5, CCR 6633.5 | Not applicable | |
| The current cost of the operator's retirement system is fully funded with respect to the officers and employees of its public transportation system, or the operator is implementing a plan approved by the RTPA, which will fully fund the retirement system for 40 years. | PUC 99271 | Not applicable | All staff are contracted employees. |
| If the operator receives State Transit Assistance funds, the operator makes full use of funds available to it under the Urban Mass Transportation Act of 1964 before TDA claims are granted. | CCR 6754 (a) (3) | In compliance | |





| Compliance Element | Reference | Compliance | Comments |
|---|-------------|---------------|--|
| In order to use State Transit Assistance funds for operating assistance, the operator's total operating cost per revenue hour does not exceed the sum of the preceding year's total plus an amount equal to the product of the percentage change in the CPI for the same period multiplied by the preceding year's total operating cost per revenue hour. An operator may qualify based on the preceding year's operating cost per revenue hour or the average of the three prior years. If an operator does not meet these qualifying tests, the operator may only use STA funds for operating purposes according to a sliding scale. | PUC 99314.6 | In compliance | This requirement was waived during the audit period under AB 90, AB 149, and SB 125. |
| A transit claimant is precluded from receiving monies from the Local Transportation Fund and the State Transit Assistance Fund in an amount which exceeds the claimant's capital and operating costs less the actual amount of fares received, the amount of local support required to meet the fare ratio, the amount of federal operating assistance, and the amount received during the year from a city or county to which the operator has provided services beyond its boundaries. | CCR 6634 | In compliance | |





Chapter 4 | Prior Recommendations

This section reviews and evaluates the implementation of prior Triennial Performance Audit recommendations. This objective assessment provides assurance Lake Transit Authority has made quantifiable progress toward improving both the efficiency and effectiveness of its public transit program.

The prior audit – completed in May 2022 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2021 – included three recommendations:

1. Ensure State Controller Reports continue to be submitted within the established timeframe.

Discussion: In FY 2018/19, the LTA's State Controller Report was not submitted until February 10, 2020. In FY 2018/19, the administrative contractor for LTA transitioned to the contractor that performs administrative functions for the Lake APC, and during this period the contractor was learning to manage both entities. As a result, the whole audit process ran late that year. The reports were submitted within the established timeframe for the two subsequent years.

Progress: All State Controller Reports for the current audit period were submitted within the established timeframe.

Status: Implemented.

2. Work with Lake APC's auditors to ensure future audits are completed within the established timeframe for transit operators.

Discussion: In FY 2020/21, the Lake APC's fiscal audit (which also included the audit of the LTA) had not been completed at the time of the prior audit report. A prior fiscal audit included a recommendation/deficiency regarding the implementation of QuickBooks. Lake APC had been working to resolve that deficiency, which has delayed completion of the audit. The audit was expected to be completed in late May 2022. The prior auditor felt it likely this occurrence was an outlier.

Progress: During the current audit period, Lake APC and Lake Transit Authority fiscal audits were prepared separately. LTA audits were completed prior to the March 31 deadline for each year of the audit period.

Status: Implemented.

3. Ensure accurate full-time equivalent (FTE) employee data is used for reporting to the State Controller.

Discussion: In its documentation for the prior audit, LTA provided a methodology for calculating FTE employees that met the TDA definition (work hours divided by 2,000). However, those figures were not used to complete the State Controller Reports during the audit period. Given LTA's State





Controller Report is typically prepared by the same accounting firm that prepares the fiscal audit, the prior auditor recommended staff ensure they both provide the proper FTE data to the accounting firm and confirm it has reported that data accurately in the State Controller Report prior to its submittal.

Progress: LTA administrative staff have worked with the operations and maintenance contractor to ensure that the FTE data that is reported to the State Controller's office is accurate and calculated based on the TDA's definition of FTE employee.

Status: Implemented.





Chapter 5 | Data Reporting Analysis

An important aspect of the Triennial Performance Audit process is assessing how effectively and consistently the transit operator reports performance statistics to local, state, and federal agencies. Often as a condition of receipt of funding, an operator must collect, manage, and report data to different entities. Ensuring such data are consistent can be challenging given the differing definitions employed by different agencies as well as the varying reporting timeframes. This chapter examines the consistency of performance data reported by Lake Transit Authority both internally as well as to outside entities during the audit period.

The several metrics are reported consistently. Further discussion is provided below specific to certain discrepancies.

- **Operating cost:** There were slight variances between operating cost as reported in the three documents reviewed. The State Controller Reports were most likely to be consistent with the TDA fiscal audits, with the NTD reporting a (generally) slightly different figure. Most of these variances were modest and were likely the result of some costs not being included in some reports. However, the amount reported to the NTD in FY 2022/23 was significantly higher (by 33 percent) than that reported in the TDA fiscal audit.
- Fare Revenue: In FY 2021/22 and FY 2023/24, amounts reported to the State Controller and in the TDA fiscal audit were consistent, but there was an 18 percent variance between the two in FY 2022/23. Fare revenue reported to the NTD was higher than that reported elsewhere in FY 2021/22 and lower in the other two years.
- Vehicle Service Hours (VSH): VSH reported in NTD and State Controller reports was consistent, but it was lower than that documented in the monthly performance reports.
- Vehicle Service Miles (VSM): VSM reported in NTD and State Controller reports was consistent, but it was higher than that documented in the monthly performance reports. This was due to lower demand-response vehicle service miles being reported in the monthly performance reports than were reported elsewhere. The reason for this is unknown.





Exhibit 5.1 Data Reporting Comparison

| Porformanco Moasuro | System-Wide | | | | |
|--------------------------------|-------------|--------------------|-------------|--|--|
| Performance Measure | FY 2021/22 | FY 2022/23 | FY 2023/24 | | |
| Operating Cost (Actual \$) | | | | | |
| TDA fiscal audit | \$3,252,474 | \$2,559,840 | \$3,838,931 | | |
| National Transit Database | \$3,065,245 | \$3,400,684 | \$3,718,992 | | |
| State Controller Report | \$3,252,474 | \$2,666,280 | \$3,838,931 | | |
| Fare Revenue (Actual \$) | | | | | |
| TDA fiscal audit | \$213,734 | \$333 <i>,</i> 682 | \$291,574 | | |
| National Transit Database | \$311,978 | \$267,748 | \$263,312 | | |
| State Controller Report | \$213,734 | \$282,194 | \$291,574 | | |
| Vehicle Service Hours (VSH) | | | | | |
| Monthly Performance Reports | 36,691 | 42,885 | 43,733 | | |
| National Transit Database | 32,897 | 37,970 | 39,211 | | |
| State Controller Report | 32,897 | 37,970 | 39,211 | | |
| Vehicle Service Miles (VSM) | | | | | |
| Monthly Performance Reports | 716,188 | 816,194 | 840,659 | | |
| National Transit Database | 744,526 | 847,467 | 867,676 | | |
| State Controller Report | 744,526 | 847,467 | 867,676 | | |
| Passengers | | | | | |
| Monthly Performance Reports | 149,088 | 187,473 | 228,536 | | |
| National Transit Database | 149,088 | 187,473 | 228,536 | | |
| State Controller Report | 149,088 | 187,473 | 228,536 | | |
| Full-Time Equivalent Employees | | | | | |
| State Controller Report | 35 | 41 | 39 | | |





Chapter 6 | Performance Analysis

Performance indicators are typically employed to quantify and assess the efficiency of a transit operator's activities. Such indicators provide insight into current operations as well as trend analysis of operator performance. Through a review of indicators, relative performance as well as possible inter-relationships between major functions is revealed.

The Transportation Development Act (TDA) requires recipients of TDA funding to track and report five performance indicators:

- Operating Cost/Passenger,
- Operating Cost/Vehicle Service Hour,
- Passengers/Vehicle Service Hour,
- Passengers/Vehicle Service Mile, and
- Vehicle Service Hours/Employee.

To assess the validity and use of performance indicators, the audit team performed the following activities:

- Assessed internal controls in place for the collection of performance-related information,
- Validated collection methods of key data,
- Calculated performance indicators, and
- Evaluated performance indicators.

The procedures used to calculate TDA-required performance measures for the current triennium were verified and compared with indicators included in similar reports to external entities (i.e., State Controller and Federal Transit Administration).

Operating Cost

The Transportation Development Act requires an operator to track and report transit-related costs reflective of the Uniform System of Accounts and Records developed by the State Controller and the California Department of Transportation. The most common method for ensuring this occurs is through a compliance audit report prepared by an independent auditor in accordance with California Code of Regulations Section 6667¹. The annual independent financial audit should confirm the use of the Uniform System of Accounts and Records. *Operating cost* – as defined by PUC Section 99247(a) – excluded the following during the audit period²:

² Given the passage of AB 149, the list of excluded costs will be expanded beginning with FY 2021/22.



¹ CCR Section 6667 outlines the minimum tasks which must be performed by an independent auditor in conducting the annual fiscal and compliance audit of the transit operator.



- Cost in the depreciation and amortization expense object class adopted by the State Controller pursuant to PUC Section 99243,
- Subsidies for commuter rail services operated under the jurisdiction of the Interstate Commerce Commission,
- Direct costs of providing charter service, and
- Vehicle lease costs.

Vehicle Service Hours and Miles

Vehicle Service Hours (VSH) and *Miles* (VSM) are defined as the time/distance during which a revenue vehicle is available to carry fare-paying passengers, and which includes only those times/miles between the time or scheduled time of the first passenger pickup and the time or scheduled time of the last passenger drop-off during a period of the vehicle's continuous availability.³ For example, demand-response service hours include those hours when a vehicle has dropped off a passenger and is traveling to pick up another passenger, but not those hours when the vehicle is unavailable for service due to driver breaks or lunch. For both demand-response and fixed-route services, service hours will exclude hours of "deadhead" travel to the first scheduled pick-up, and will also exclude hours of "deadhead" travel from the last scheduled drop-off back to the terminal. For fixed-route service, a vehicle is in service from first scheduled stop to last scheduled stop, whether or not passengers board or exit at those points (i.e., subtracting driver lunch and breaks but including scheduled layovers).

Passenger Counts

According to the Transportation Development Act, *total passengers* is equal to the total number of unlinked trips (i.e., those trips that are made by a passenger that involve a single boarding and departure), whether revenue-producing or not.

Employees

Employee hours is defined as the total number of hours (regular or overtime) which all employees have worked, and for which they have been paid a wage or salary. The hours must include transportation system-related hours worked by persons employed in connection with the system (whether or not the person is employed directly by the operator). Full-Time Equivalent (FTE) is calculated by dividing the number of person-hours by 2,000.

Fare Revenue

Fare revenue is defined by California Code of Regulations Section 6611.2 as revenue collected from the farebox plus sales of fare media.

³ A vehicle is considered to be in revenue service despite a no-show or late cancellation if the vehicle remains available for passenger use.





TDA Required Indicators

To calculate the TDA indicators for Lake Transit Authority, the following sources were employed:

- Operating Cost was not independently calculated as part of this audit. Operating Cost data were obtained via NTD reports submitted to the FTA for each fiscal year covered by this audit. Operating Cost from the reports was compared against that reported in the LTA's audited financial reports and appeared to be consistent with TDA guidelines. In accordance with PUC Section 99247(a), the reported costs excluded depreciation and other allowable expenses. (It should be noted that the operating cost reported to NTD was slightly different than that reported elsewhere, but the State Controller Report does not segregate financial data by mode.)
- Fare Revenue was not independently calculated as part of this audit. Fare revenue data were obtained via NTD reports submitted to the FTA for each fiscal year covered by this audit. This appears to be consistent with TDA guidelines as well as the uniform system of accounts.
- Vehicle Service Hours (VSH) data were obtained via State Controller Reports for each fiscal year covered by this audit. LTA calculates VSH by recording the time in and out of service. This calculation methodology is consistent with PUC guidelines.
- Vehicle Service Miles (VSM) data were obtained via State Controller Reports for each fiscal year covered by this audit. LTA calculates VSM by documenting odometer readings in and out of service. This methodology is consistent with PUC guidelines.
- Unlinked trip data were obtained via NTD reports submitted to the FTA for each fiscal year covered by this audit. Passenger trips are counted by drivers via a paper tally. LTA's calculation methodology is consistent with PUC guidelines.
- Full-Time Equivalent (FTE) data were obtained from data submitted by LTA for each fiscal year covered by this review. Use of the TDA definition regarding FTE calculation was confirmed.

System Performance Trends

Systemwide, operating cost experienced a net increase of 29.9 percent between FY 2018/19 and FY 2023/24, and a 21.3 percent increase during the audit period. Fare revenue decreased every year with the exception of a 67.4 percent increase in FY 2021/22. This resulted in a 48.5 percent net decrease in fare revenue across the six-year period and a 15.6 percent decrease during the audit period.

Vehicle service hours (VSH) and vehicle service miles (VSM) decreased each year of the prior audit, before increasing year-over-year of the current audit period. This resulted in a 19.2 percent increase in VSH and 16.5 percent increase in VSM during the audit period. Ridership experienced a similar pattern resulting in a net increase of 53.3 percent during the audit, but a net 28.6 percent decrease since FY 2018/19.

Cost-related metrics typically provide an indicator of a system's efficiency, while passenger-related metrics offer insight into its productivity. Improvements are characterized by increases in passenger-related metrics and decreases in cost-related metrics. Operating cost per vehicle service hour and operating cost per vehicle service mile both increased during the audit period (1.8 percent and 4.1 percent, respectively). Operating cost per passenger, however, decreased by 20.9 percent during the audit period. Passengers per vehicle service hour and passenger per vehicle service mile experienced steady increases during the audit period, resulting in an increase of 28.6 percent and 31.5 percent, respectively.





Exhibit 6.1 System Performance Indicators

| Porformanco Moasuro | | | System-wide | | | |
|---|-------------|-------------|-------------|-------------|-------------|---------------|
| Performance Measure | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 |
| Operating Cost (Actual \$) | \$2,863,566 | \$2,649,775 | \$2,394,649 | \$3,065,245 | \$3,400,684 | \$3,718,992 |
| Annual Change | | -7.5% | -9.6% | 28.0% | 10.9% | 9.4% |
| Fare Revenue (Actual \$) | \$511,369 | \$443,344 | \$186,356 | \$311,978 | \$267,748 | \$263,312 |
| Annual Change | | -13.3% | -58.0% | 67.4% | -14.2% | -1.7% |
| Vehicle Service Hours (VSH) | 38,252 | 34,041 | 21,717 | 32,897 | 37,970 | 39,211 |
| Annual Change | | -11.0% | -36.2% | 51.5% | 15.4% | 3.3% |
| Vehicle Service Miles (VSM) | 859,094 | 765,827 | 495,787 | 744,526 | 847,467 | 867,676 |
| Annual Change | | -10.9% | -35.3% | 50.2% | 13.8% | 2.4% |
| Passengers | 319,952 | 262,277 | 108,360 | 149,088 | 187,473 | 228,536 |
| Annual Change | | -18.0% | -58.7% | 37.6% | 25.7% | 21.9% |
| Employees | 40 | 40 | 28 | 35 | 41 | 39 |
| Annual Change | | 0.0% | -30.0% | 25.0% | 17.1% | -4.9% |
| Performance Indicators | | | | | | |
| Operating Cost/VSH (Actual \$) | \$74.86 | \$77.84 | \$110.27 | \$93.18 | \$89.56 | \$94.85 |
| Annual Change | | 4.0% | 41.7% | -15.5% | -3.9% | 5. <i>9</i> % |
| Operating Cost/Passenger (Actual | \$8.95 | \$10.10 | \$22.10 | \$20.56 | \$18.14 | \$16.27 |
| Annual Change | | 12.9% | 118.7% | -7.0% | -11.8% | -10.3% |
| Passengers/VSH | 8.36 | 7.70 | 4.99 | 4.53 | 4.94 | 5.83 |
| Annual Change | | -7.9% | -35.2% | -9.2% | <i>8.9%</i> | 18.0% |
| Passengers/VSM | 0.37 | 0.34 | 0.22 | 0.20 | 0.22 | 0.26 |
| Annual Change | | -8.0% | -36.2% | -8.4% | 10.5% | 19.1% |
| Farebox Recovery | 17.9% | 16.7% | 7.8% | 10.2% | 7.9% | 7.1% |
| Annual Change | | -6.3% | -53.5% | 30.8% | -22.6% | -10.1% |
| Hours/Employee | 956.3 | 851.0 | 775.6 | 939.9 | 926.1 | 1,005.4 |
| Annual Change | | -11.0% | -8.9% | 21.2% | -1.5% | 8.6% |
| TDA Non-Required Indicators | | | | | | |
| Operating Cost/VSM | \$3.33 | \$3.46 | \$4.83 | \$4.12 | \$4.01 | \$4.29 |
| Annual Change | | 3.8% | 39.6% | -14.8% | -2.5% | 6.8% |
| VSM/VSH | 22.46 | 22.50 | 22.83 | 22.63 | 22.32 | 22.13 |
| Annual Change | | 0.2% | 1.5% | -0.9% | -1.4% | -0.9% |
| Fare/Passenger | \$1.60 | \$1.69 | \$1.72 | \$2.09 | \$1.43 | \$1.15 |
| Annual Change | | 5.8% | 1.7% | 21.7% | -31.7% | -19.3% |

Sources: FY 2018/19 – FY 2020/21 data from prior Triennial Performance Audit. FY 2021/22 – FY 2023/24 financial and performance data from NTD reports.

FY 2021/22 – FY 2023/24 FTE data from State Controller Reports.





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Exhibit 6.4 System Operating Cost/VSM





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Fixed-Route Performance Trends

LTA's fixed-route service operating costs increased 14 percent during the audit period, with an 18.6 percent net increase over the six-year period. Fare revenue fluctuated during the six-year period. This resulted in a net 13.4 percent net decrease during the audit period, and a 49.5 percent net decrease over the six-year period.

Fixed-route vehicle service hours (VSH) increased two years of the three-year period, resulting in a net 18.9 increase during the audit period. Vehicle service miles (VSM) experienced year-over-year increases during the audit period. This resulted in a net 0.2 percent decrease across the six-year period and a net 20.7 percent increase during the audit period for VSH. Ridership decreased every year until FY 2021/22 where it increased every year after. Ultimately ridership experienced a net increase of 55.9 percent during the audit period, though a net decrease of 27.9 percent.

Operating cost per vehicle service hour, operating cost per vehicle service mile, and operating cost per passenger all decreased during the audit period, with operating cost per passenger exhibiting the greatest decline (26.8 percent). Passenger-related productivity metrics (passengers per vehicle service hour and passengers per vehicle service mile) saw increases of 31.1 percent and 29.1 percent, respectively, during the audit period.




| | - | | | | | | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|--|--|--|--|--|
| Porformanco Moacuro | Fixed-Route | | | | | | | | | | |
| Performance Measure | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | | | | | |
| Operating Cost (Actual \$) | \$2,542,756 | \$2,270,857 | \$1,664,406 | \$2,645,824 | \$2,911,108 | \$3,016,731 | | | | | |
| Annual Change | | -10.7% | -26.7% | 59.0% | 10.0% | 3.6% | | | | | |
| Fare Revenue (Actual \$) | \$498,806 | \$431,337 | \$173,116 | \$290,649 | \$238,576 | \$251,654 | | | | | |
| Annual Change | | -13.5% | -59.9% | 67.9% | -17.9% | 5.5% | | | | | |
| Vehicle Service Hours (VSH) | 33,667 | 29,189 | 16,040 | 28,269 | 33,833 | 33,603 | | | | | |
| Annual Change | | -13.3% | -45.0% | 76.2% | 19.7% | -0.7% | | | | | |
| Vehicle Service Miles (VSM) | 816,927 | 709,986 | 363,840 | 636,590 | 754,227 | 768,624 | | | | | |
| Annual Change | | -13.1% | -48.8% | 75.0% | 18.5% | 1.9% | | | | | |
| Passengers | 311,240 | 252,050 | 103,296 | 144,054 | 183,543 | 224,521 | | | | | |
| Annual Change | | -19.0% | -59.0% | 39.5% | 27.4% | 22.3% | | | | | |
| Employees | 35 | 35 | 23 | 30 | 36 | 33 | | | | | |
| Annual Change | | 0.0% | -34.3% | 30.4% | 20.0% | -8.3% | | | | | |
| Performance Indicators | | | | | | | | | | | |
| Operating Cost/VSH (Actual \$) | \$75.53 | \$77.80 | \$103.77 | \$93.59 | \$86.04 | \$89.78 | | | | | |
| Annual Change | | 3.0% | 33.4% | -9.8% | -8.1% | 4.3% | | | | | |
| Operating Cost/Passenger (Actual \$) | \$8.17 | \$9.01 | \$16.11 | \$18.37 | \$15.86 | \$13.44 | | | | | |
| Annual Change | | 10.3% | 78.8% | 14.0% | -13.6% | -15.3% | | | | | |
| Passengers/VSH | 9.24 | 8.64 | 6.44 | 5.10 | 5.42 | 6.68 | | | | | |
| Annual Change | | -6.6% | -25.4% | -20.9% | 6.5% | 23.2% | | | | | |
| Passengers/VSM | 0.38 | 0.36 | 0.28 | 0.23 | 0.24 | 0.29 | | | | | |
| Annual Change | | -6.8% | -20.0% | -20.3% | 7.5% | 20.0% | | | | | |
| Farebox Recovery | 19.62% | 18.99% | 10.40% | 10.99% | 8.20% | 8.34% | | | | | |
| Annual Change | | -3.2% | -45.2% | 5.6% | -25.4% | 1.8% | | | | | |
| Hours/Employee | 961.9 | 834.0 | 697.4 | 942.3 | 939.8 | 1,018.3 | | | | | |
| Annual Change | | -13.3% | -16.4% | 35.1% | -0.3% | 8.3% | | | | | |
| TDA Non-Required Indicators | | | | | | | | | | | |
| Operating Cost/VSM | \$3.11 | \$3.20 | \$4.57 | \$4.16 | \$3.86 | \$3.92 | | | | | |
| Annual Change | | 2.8% | 43.0% | -9.1% | -7.1% | 1.7% | | | | | |
| VSM/VSH | 24.26 | 24.32 | 22.68 | 22.52 | 22.29 | 22.87 | | | | | |
| Annual Change | | 0.2% | -6.7% | -0.7% | -1.0% | 2.6% | | | | | |
| Fare/Passenger | \$1.60 | \$1.71 | \$1.68 | \$2.02 | \$1.30 | \$1.12 | | | | | |
| Annual Change | | 6.8% | -2.1% | 20.4% | -35.6% | -13.8% | | | | | |

Exhibit 6.12 Fixed-Route Performance Indicators

Sources: FY 2018/19 – FY 2020/21 data from prior Triennial Performance Audit. FY 2021/22 – FY 2023/24 financial and performance data from NTD reports.

FY 2021/22 – FY 2023/24 FTE data from State Controller Reports.





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Exhibit 6.17 Fixed-Route Operating Cost/Passenger



FY 2018/19 FY 2019/20 FY 2020/21 FY 2021/22 FY 2022/23 FY 2023/24



Exhibit 6.20 Fixed-Route VSH/FTE







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Demand-Response Performance Trends

LTA's demand-response service experienced increases in operating cost each year with the exception of FY 2021/22. This resulted in a 67.4 percent increase during the audit period, and a net 118.9 percent increase over the six-year period. Fare revenue fluctuated, decreasing a net 45.3 percent during the audit period and a net 7.2 percent decrease across the six-year period.

Demand-response vehicle service hours experienced a 21.2 percent net increase during the audit period, and a net 22.3 percent net increase across the six-year period. Vehicle service miles saw a net decrease of 8.2 percent during the audit period and 134.9 percent increase across the six-year period. Ridership decreased significantly, declining 20.2 percent during the audit period.

Cost-related metrics experienced significant increases during the audit period. Passenger-related productivity metrics decreased, with passengers per vehicle service hour decreasing 34.2 percent during the audit period and passengers per vehicle service mile decreasing by 13.1 percent.





| | | EXHIBIT | 5.25 Deman | u-Response | Periormanc | emulcators |
|--------------------------------------|------------|------------|------------|------------|------------|------------|
| Porformanco Moasuro | | | Demand-I | Response | | |
| | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 |
| Operating Cost (Actual \$) | \$320,810 | \$378,918 | \$730,243 | \$419,421 | \$489,576 | \$702,261 |
| Annual Change | | 18.1% | 92.7% | -42.6% | 16.7% | 43.4% |
| Fare Revenue (Actual \$) | \$12,563 | \$12,007 | \$13,240 | \$21,329 | \$29,172 | \$11,658 |
| Annual Change | | -4.4% | 10.3% | 61.1% | 36.8% | -60.0% |
| Vehicle Service Hours (VSH) | 4,585 | 4,852 | 5,677 | 4,628 | 4,137 | 5,608 |
| Annual Change | | 5.8% | 17.0% | -18.5% | -10.6% | 35.6% |
| Vehicle Service Miles (VSM) | 42,167 | 55,841 | 131,947 | 107,936 | 93,240 | 99,052 |
| Annual Change | | 32.4% | 136.3% | -18.2% | -13.6% | 6.2% |
| Passengers | 8,712 | 10,227 | 5,064 | 5,034 | 3,930 | 4,015 |
| Annual Change | | 17.4% | -50.5% | -0.6% | -21.9% | 2.2% |
| Employees | 5 | 5 | 5 | 5 | 5 | 6 |
| Annual Change | | 0.0% | 0.0% | 0.0% | 0.0% | 20.0% |
| Performance Indicators | | | | | | |
| Operating Cost/VSH (Actual \$) | \$69.97 | \$78.10 | \$128.63 | \$90.63 | \$118.34 | \$125.22 |
| Annual Change | | 11.6% | 64.7% | -29.5% | 30.6% | 5.8% |
| Operating Cost/Passenger (Actual \$) | \$36.82 | \$37.05 | \$144.20 | \$83.32 | \$124.57 | \$174.91 |
| Annual Change | | 0.6% | 289.2% | -42.2% | 49.5% | 40.4% |
| Passengers/VSH | 1.90 | 2.11 | 0.89 | 1.09 | 0.95 | 0.72 |
| Annual Change | | 10.9% | -57.7% | 21.9% | -12.7% | -24.6% |
| Passengers/VSM | 0.21 | 0.18 | 0.04 | 0.05 | 0.04 | 0.04 |
| Annual Change | | -11.4% | -79.0% | 21.5% | -9.6% | -3.8% |
| Farebox Recovery | 3.9% | 3.2% | 1.8% | 5.1% | 6.0% | 1.7% |
| Annual Change | | -19.1% | -42.8% | 180.5% | 17.2% | -72.1% |
| Hours/Employee | 917.0 | 970.4 | 1,135.4 | 925.6 | 827.4 | 934.7 |
| Annual Change | | 5.8% | 17.0% | -18.5% | -10.6% | 13.0% |
| TDA Non-Required Indicators | | | | | | |
| Operating Cost/VSM | \$7.61 | \$6.79 | \$5.53 | \$3.89 | \$5.25 | \$7.09 |
| Annual Change | | -10.8% | -18.4% | -29.8% | 35.1% | 35.0% |
| VSM/VSH | 9.20 | 11.51 | 23.24 | 23.32 | 22.54 | 17.66 |
| Annual Change | | 25.1% | 102.0% | 0.3% | -3.4% | -21.6% |
| Fare/Passenger | \$1.44 | \$1.17 | \$2.61 | \$4.24 | \$7.42 | \$2.90 |
| Annual Change | | -18.6% | 122.7% | 62.1% | 75.2% | -60.9% |

Exhibit 6.23 Demand-Response Performance Indicators

Sources: FY 2018/19 – FY 2020/21 data from prior Triennial Performance Audit. FY 2021/22 – FY 2023/24 financial and performance data from NTD reports.

FY 2021/22 – FY 2023/24 FTE data from State Controller Reports.





Final Report







Exhibit 6.27 Demand-Response VSM/VSH









Final Report









Exhibit 6.31 Demand-Response VSH/FTE







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Final Report











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Chapter 7 | Functional Review

A functional review of Lake Transit Authority's public transit program is intended to assess the effectiveness and efficiency of the operator. Following a general summary of the LTA's transit services, this chapter addresses seven functional areas. The list, taken from Section III of the *Performance Audit Guidebook* published by Caltrans, reflects those transit services provided by LTA:

- General management and organization;
- Service planning;
- Administration;
- Marketing and public information;
- Scheduling, dispatch, and operations;
- Personnel management and training; and
- Maintenance.

Service Overview

Lake Transit Authority (LTA) operates six regional and inter-city fixed routes linking Lake County with Napa and Mendocino counties, two local routes in Lower Lake and Clearlake, and one local route in Lakeport. The local fixed routes operate hourly. Service is offered from as early as 6:00 a.m. to as late as 8:50 p.m., depending on the route. Most routes operate Monday through Saturday. Routes 2 and 4A operate weekdays only. Flex stops are available in areas not served by Dial-A-Ride. The bus will travel up to one mile off its regular route to provide Flex Stop service. Flex stops are not available in the Dial-A-Ride service areas.

| Exhibit 7.1 Lake Transit Fixed R | | | | | | | | | | | |
|----------------------------------|----------------------------|-----------------|--|--|--|--|--|--|--|--|--|
| Route | Service Area | Service Days | Service Hours | | | | | | | | |
| Regional and Intercity Rou | tes | | | | | | | | | | |
| Route 1 – North Shore | Clearlake to Lakeport | Monday – Friday | 6:00 a.m. – 8:50 p.m. (10 roundtrips) | | | | | | | | |
| | | Saturday | 9:00 a.m. – 4:50 p.m. (4 roundtrips) | | | | | | | | |
| Route 2 – Highway 175 | Kit's Corner to Middletown | Monday – Friday | 7:00 a.m. – 12:26 p.m.* (2 roundtrips) | | | | | | | | |
| Route 3 – Highway 29 | Clearlake to Deer Park | Monday – Friday | 6:10 a.m. – 6:59 p.m. (4 roundtrips) | | | | | | | | |
| | | Saturday | 7:55 a.m. – 3:50 p.m. (2 roundtrips) | | | | | | | | |
| Route 4 – South Shore | Clearlake to Lakeport | Monday – Friday | 6:00 a.m. – 6:58 p.m. (13 one-way trips) | | | | | | | | |
| | | Saturday | 7:00 a.m. – 4:30 p.m. (4 one-way trips) | | | | | | | | |
| Route 4A – Soda Bay | Kit's Corner to Lakeport | Monday – Friday | 9:16 a.m. – 2:33 p.m.* (2 roundtrips) | | | | | | | | |
| Route 7 – Lakeport- | Lakeport to Ukiah | Monday – Friday | 8:00 a.m. – 6:15 p.m. (3 roundtrips) | | | | | | | | |
| Ukiah | | Saturday | 8:00 a.m. – 3:15 p.m. (2 roundtrips) | | | | | | | | |
| Local Routes | | | | | | | | | | | |
| Route 8 – Lakeport City | Lakeport local service | Monday – Friday | 7:30 a.m. – 7:20 p.m. (hourly service)** | | | | | | | | |
| | | Saturday | 8:30 a.m. – 4:20 p.m. (hourly service)** | | | | | | | | |
| Route 10 – Clearlake/ | Clearlake local service | Monday – Friday | 6:00 a.m. – 7:28 p.m. (hourly service) | | | | | | | | |
| Clearlake Park | | Saturday | 9:00 a.m. – 5:42 p.m. (hourly service) | | | | | | | | |
| Route 11 – The Avenues | Clearlake local service | Monday – Friday | 6:00 a.m. – 7:30 p.m. (hourly service) | | | | | | | | |
| | | Saturday | 9:00 a.m. – 4:47 p.m. (hourly service) | | | | | | | | |

*Last (afternoon) trip currently suspended.

**Alternating afternoon trips currently suspended





Lake Transit operates the Clearlake/Lower Lake Dial-A-Ride and Lakeport Dial-A-Ride during the same days and hours as the fixed-route service. Lake Transit Dial-A-Ride is a curb-to-curb service. Local areas are defined as Clearlake, Lakeport, Lucerne, and Middletown. Regional fares are for trips that travel in two or more local areas. "Senior" is defined as individuals 65 and older. Up to two children between 6 and 12 years old traveling with an adult may receive a family discount, and up to two children age 5 and younger may ride free accompanied by an adult. Transfers can be requested when boarding.

Lake Transit also offers non-emergency medical transportation through its Medi-Links service. Medi-Links is a shared ride program that serves locations throughout Lake County, as well as out-of-county destinations including Deer Park/St. Helena, Napa, Santa Rosa, Ukiah, Willits, and the Sacramento and San Francisco Bay Areas. Reservations must be made at least seven days in advance. Fares are \$10 for a one-way trip and \$20 for a round trip. Personal Care Attendants may ride at no cost.

A breakdown of Lake Transit's fare structure are shown in Exhibit 7.2 and Exhibit 7.3.

| | General Public | Discounted (ADA & Senior) |
|---|----------------|------------------------------|
| Local one-way fare | \$1.25 | \$0.75 |
| Local one-way fare with Flex stop | \$6.25 | \$1.50 |
| Regional one-way fare | \$2.25 | \$1.50 |
| Regional one-way fare with Flex stop | N/A | \$2.75 |
| Mendocino and Napa County one-way fare | \$5.00 | N/A |
| Punch Pass (good for \$11.00 in fares) | \$10.00 | N/A |
| Monthly Unlimited Fast Pass (within Lake County) | \$40.00 | N/A |
| System Weekly Pass | \$20.00 | N/A |
| Summer Cruisin' Pass (ages 7-18, regular routes, June 1- August 31, no Flex stops) | \$20.00 | N/A |

Exhibit 7.2 Fixed-Route Fare Structure

| Exhibit 7.3 | Demand-Response | Fare Structure |
|-------------|-----------------|----------------|
| | | |

| | ADA & Senior |
|-----------------------------|--------------|
| One Day Advance Reservation | \$2.50 |

LTA passes are available for purchase at North Shore Sentry Market & Deli, Lakeview Supermarket, Foods Etc. IGA, Bruno's Shop Smart, Hardester's Market, and at Lake Transit offices. System Weekly and Punch Passes are also available onboard the bus.

LTA offers free service to all current students at Woodland College and Mendocino College through its Free College Fare Program. LTA's Summer Cruising Program provides free fares to youth ages 17 and under.





In April 2023, LTA implemented contactless fare payment allowing riders to use their credit cards or mobile wallets to pay their fares. As an incentive, LTA ran a promotion that charged only \$1.00 for riders to go anywhere using the new system.

General Management and Organization

Lake Transit Authority has no direct employees; all functions are contracted. Lake Transit Authority administration is provided under contract to Davey-Bates Consulting (DBC), which also provides administrative staffing to Lake Area Planning Council. The Executive Director of the Lake APC also serves as the Executive Director of LTA. Day-to-day operation of Lake Transit is provided under contract to Paratransit Services. The current contract is set to expire in 2025, with a new contract set to be awarded shortly after the site visit. The program is organized and structured effectively.

A significant amount of information is provided to the transit manager by the contractor for review on a monthly basis. The contractors meet bi-weekly to review program performance. Operating data is provided in an Excel spreadsheet created by LTA. On-time performance is tracked using Swiftly software.

During the audit period, Lake Transit Authority faced significant financial and operational challenges. Revenues fell short of covering operational needs, compelling the agency to dip into its reserves and anticipate a budget overrun for the current fiscal year. Compounding this issue, a persistent driver shortage led to temporary service suspensions and reductions. Despite efforts to retain drivers, the shortage persists.

Service suspended during the COVID-19 pandemic was mostly restored by early FY 2021/22. However, Route 12 was suspended briefly in May 2023, then again in July 2023. This route was eliminated in November 2024 due to financial reasons. Other service suspensions due to staffing shortages (generally limited to specific trips) occurred in September 2023 and some remain in effect.

LTA is proud to be able to provide a trustworthy, reliable, and friendly transit service. It serves a highly transit-dependent population that relies on it a great deal, and staff feel like they are really providing a quality service to get them where they need to go.

The LTA is governed by a Board of Directors composed of members appointed by Lake County, the City of Clearlake, and the City of Lakeport. There are also two member-at-large positions, one of which is currently vacant. Meetings are held on the second Wednesday of each month. Meetings alternate between the Lake Transit offices (9240 Highway 53, Lower Lake), Lakeport City Hall (225 Park Street, Lakeport), and Clearlake City Hall (14050 Olympic Drive, Clearlake). Issues are typically addressed as they arise, so there are no specific areas of interest for the Board.

LTA has a positive and effective relationship with the RTPA and Caltrans. The Executive Director, Program Manager, and Project Manager are the primary liaisons with other governmental organizations. LTA is a member of the California Association for Coordinated Transportation (CalACT) and the California Transit Association.





Exhibit 7.4 Organizational Chart



Service Planning

LTA staff, with assistance from RTPA staff, are responsible for service planning. The most recent Transit Development Plan (TDP) and Marketing Plan was completed in 2023. Performance is regularly measured against the goals, objectives, and standards established in the TDP, at least annually but usually quarterly. By the end of the audit period, many of the recommended standards in the 2023 TDP were being met.

One recommendation from the 2023 TDP, which involved adjusting the timing and sequence of stops on a route, was implemented. Other recommendations were not implemented as they will require additional funding.

Planning efforts for persons with special needs include participation in quarterly Social Service Transportation Advisory Council (SSTAC) meetings, involvement with Lake Links (CTSA), and the monthly unmet transit needs public input opportunities. These activities, along with public engagement activities, monthly LTA meetings, and rider surveys, are used to support general planning activities as well. The most recent rider survey was conducted as part of the 2023 TDP update.

Capital projects during the audit period include the purchase of seven Starcraft Allstar vehicles in 2024 and development of a new transit center. The new transit center, funded through a TIRCP grant, will replace the current transfer hub, which consists of multiple bus shelters. LTA has completed environmental work and is moving into the design phase of the new center. It anticipates breaking ground in 2026.

LTA is beginning implementation of its Zero-Emission Bus Rollout Plan by programming funds for two electric paratransit vehicles. Charging infrastructure will be installed at the new transit center, as well as





hydrogen fueling infrastructure to support four hydrogen fuel cell electric buses (FCEBs). Implementation of the hydrogen fueling infrastructure and purchase of the FCEBs is on hold to allow technology to catch up to LTA's needs. At present, the only FCEBs available are full-size transit buses, rather than the cutaway-style buses LTA needs.

Administration

The budgeting process starts with TDA allocation estimates, as TDA funding comprises the core of LTA's revenue. Available revenues are based on anticipated grant amounts, with fare revenues typically increased every year as ridership recovers. Operating expenses are estimated starting with the contracts, which are well defined, followed by more variable costs such as fuel. Capital funding is also identified for the purchase of buses. The Program Manager and Project Manager, with input from the Executive Director, are responsible for the preparation of the budget.

The draft budget is presented to LTA's Board concurrent with any recommended service changes. An amendment is typically prepared in August or September and will list year-end totals and any carryover. Ongoing monitoring of budget versus actual is required by the majority of LTA's grant sources and is done at least quarterly, if not monthly. LTA uses QuickBooks, Excel, and BlackCat software to manage its financial data.

Grants management is handled by the Program Manager, Project Manager, Administrative Associate, and overseen by the Executive Director. LTA applies for general operating grants—both formula and competitive—such as FTA Sections 5310, 5311, 5311(f), and 5339 whenever calls for projects are announced. Other grants, like TIRCP, are pursued when there is a specific need, the application is competitive, and LTA has the financial capacity to meet any required match. LTA would like to apply for competitive federal grants; however, there is concern that it would be difficult to be competitive as a small rural agency. LTA notes the amount of available funding would need to be large enough for it to compete against larger agencies with the same needs.

The operations contractor, Paratransit Services, carries a substantial amount of insurance which covers the vehicles and the transit facility. Paratransit Service's Risk Management Department processes all accident and injury claims. The Director of Safety, Training, and Operations reviews the program's safety practices annually. Lake Transit assists in transporting people during disasters.

In addition to its Operations and Maintenance contract, LTA managed an A&E contract to complete an environmental study for the new transit center. Contracts are managed and performance monitored by comparing work and deliverables against the scope of work and schedule on a monthly basis. Deliverables are confirmed and goods are verified as received prior to payment.

Procurement is handled by LTA administrative staff. LTA's procurement manual is fully compliant with the FTA. Smaller purchases require three quotes and any item over \$150,000 must be procured through a Request for Proposals process. All major capital purchases are included in the budget, which is approved by the Board. For items not included in the budget, purchases under \$10,000 can typically be approved at the Director level. While fuel is procured under the operations and maintenance contract, other items of major expense are competitively procured. Buses are procured using the CalACT contract.





Marketing and Public Information

LTA manages all marketing and public relations for the transit program, including printed schedule information, a Facebook page, and the LTA website. Additional marketing efforts include advertisements on the interior and exterior of the buses and in shelters, press releases, radio advertisements, and coordination with other agencies to share service information. The LTA website is used to communicate information about service changes as well as service changes due to emergency response. Brochures are distributed throughout the service area and on buses in hard copy, as well as digitally online. LTA also provide real-time bus arrival information via the Transit App.

The most successful campaign has been the Free College Fare Program providing free rides to college students. The program was originally funded through LCTOP, but when LCTOP funds ran out, the colleges elected to continue to fund it. Success was measured by an increase in ridership. Another successful campaign has been the Summer Cruisin' Program, which provides free fares for students between June 15 and August 31. The goal of the program is to boost ridership among young people to encourage transit use as they get older.

Customer complaints (as well as compliments) received by the contractor are logged and reported to management on a monthly basis. Dispatchers receive calls and give them to the supervisor on duty. Complaints are followed up on and investigated on an as-needed basis, typically within a single business day. Resolutions of complaints are also documented. Public perception of the transit program is generally positive.

Scheduling, Dispatch, and Operations

The LTA transit service is contracted to Paratransit Services. LTA drivers, dispatchers, and maintenance staff are represented by Teamsters Local 665. Driver assignments are based on seniority, with bids occurring three times each year. All drivers receive the same training and certifications, which include a commercial license with a passenger endorsement. Some drivers will operate both modes during a single work week, but are limited to a single mode in any given day. Current staffing is slightly short, with 19 full-time drivers and six part-time drivers (a fully staffed operation would have 22 full-time drivers).

Absences are covered by part-time or casual employees. If no part-time or casual employees are available, management will cover the shift. When an employee calls out, work is offered to drivers who are not scheduled to work that day based on seniority, according to LTA's labor agreement. Shifts must also meet the DOT requirements for hours worked.

Vehicle assignments are done by the morning dispatcher. LTA has a very diverse fleet, both in terms of vehicle type and size as well as service or vehicle funding source. Dispatch maintains a matrix identifying which vehicles are eligible to be used for which type of service. If a vehicle is down, maintenance takes the keys so it cannot be sent out.

All buses are equipped with Diamond manual fareboxes. Drivers do not have access to the money. Drivers pull the locked fareboxes and place them in the vault room via a secure port. Vaults can be accessed from inside the room. The counting room is monitored by cameras and a security system. Two people, typically the Administrative Assistant and a Dispatcher, are always present for cash counting. The operations contractor deposits fares.





Non-cash fare media are sold onboard the bus as well as by the Administrative Assistant at the operations facility. Revenues are processed along with the cash fares collected onboard the vehicles. While mobile ticketing is not currently offered, LTA has implemented contactless payment on most of its vehicles.

Personnel Management and Training

Paratransit Services is constantly hiring. At the time of the site visit, the program was short three full-time drivers. As part of its recruitment efforts, the contractor posts open positions on Facebook, classified sites, etc. It also posts on the LTA's website and utilizes tools such as a sandwich board and ads on the exterior of the buses. Job fairs and word of mouth tend to be the most effective methods. When someone comes in for an application, staff take the time to talk to them. As an incentive, there is a retention bonus that offers half of the bonus when the driver is fully licensed and half when they go out on their own. The contractor also offers a referral bonus to existing employees.

Over the prior six months, candidates have not been making it to the second phase of recruitment, either for cause (such as not passing a drug screen) or finding another position. This continuing shortage of drivers puts a strain on days off for existing staff. Part-time drivers have to be limited to DOT hours, which requires management to cover routes. There have been several times when all available drivers are deployed and someone calls out, resulting in service being missed. LTA has also suspended service on Route 12 and for several trips on other routes due to not having a sufficient number of drivers.

Nearly all new recruits require full training and licensing. Paratransit Services has three trainers who are fully certified through TSI and the National Safety Council, as well as are certified to train in CPR. Turnover rate is modest and is due to wages, personal matters, and for cause. Testing for commercial licenses is typically done in-house by the contractor.

The Director of Safety, Training, and Operations oversees the contractor's safety and training programs. Training includes more than 40 hours of classroom training and exceeds the state requirement of 20 hours of behind-the-wheel training. The standard of training is very high. Some DMV requirements have gotten stricter, so the trainers prepare recruits for everything. Training classes are also offered for recertification every year. Safety meetings are held on a quarterly basis. These often cover other safety issues such as human trafficking, customer service, sensitivity training, etc.

Management motivates employees through a positive attitude, open and honest communication, and a friendly environment, as well as a safety incentive program. Operations staff receive performance evaluations quarterly, annually, and as needed. Both part-time and full-time employees receive state-required sick leave. Full-time employees are eligible for a standard benefits package, including paid vacation, paid holidays, 403(b) retirement plan, and health insurance.

The collective bargaining agreement includes a progressive discipline policy. The operations contractor has its own attendance policy.

Maintenance

Maintenance services are provided by Paratransit Services through the operations and maintenance contract. FleetMax and FleetSoft are used to manage the maintenance program. LTA's preventive maintenance schedule meets or exceeds manufacturers' requirements. All buses are inspected monthly,





while buses assigned to the longer routes are inspected weekly. Compliance with the preventive maintenance schedule can be easily judged by revieing maintenance records and software. Maintenance does not typically conflict with regular vehicle use.

The current operations and maintenance facility is sufficient, with two bays and a sufficient number of lifts. Warranty work is tracked. Some warranty work, engine or transmission work, and repairs that require specialized equipment are typically sent out. Eventually, the operations and maintenance facility will need to be upgraded to effectively maintain a zero-emission fleet. Vehicle replacement is detailed in the Transit Asset Management (TAM) Plan, though funding sources are identified in the Transit Development Plan.

The contractor maintains a maintenance staff appropriate for the amount of work available. The parts room itself is not secured, but it is located within the secured operations and maintenance facility. Maintenance and management staff have access. The contractor maintains a sufficient parts inventory to minimize vehicle downtime. FleetSoft tracks parts that are used on the buses, while the inventory itself is tracked by maintenance staff. There are currently no supply chain issues impacting the availability of parts, though this was sometimes an issue during the COVID-19 pandemic.

One of the biggest challenges in maintaining the transit fleet has been the condition of the roads. While this is out of LTA's direct control, Lake APC has been working with the local jurisdictions and all are well aware of road conditions. The APC conducts a Pavement Management Index update every four years, but there is a significant funding shortfall to address issues. Some roads in Clearlake are not paved at all, and may only be able to be served during certain times of the year. Emergent issues, such as large potholes, may be able to be addressed more quickly. Local sales tax measures in Clearlake and Lakeport have helped with some road maintenance issues.

There is good communication between dispatch and maintenance. Small issues identified through Daily Vehicle Inspection Reports (DVIRs) are addressed immediately. Otherwise the bus is pulled from service. Any issues that affect vehicle scheduling go through the contractor's project manager or operations supervisor. If a vehicle is identified as needing maintenance or being unsafe, it is added to the dispatcher's board and maintenance takes the keys to ensure it is not sent out. When a vehicle is returned to service, the keys are returned to the dispatch office and the board is updated.





Exhibit 7.5 LTA's Transit Fleet

| Vehicle # | Year | Make | Model | ΡΑΧ | WC Positions | FY 23/24 Mileage |
|-----------|------|--------------------------------|-----------|-----|-----------------|---------------------|
| 1303 | 2013 | Glaval Bus | Universal | 12 | 4 | |
| 1304 | 2013 | Glaval Bus | Legacy | 30 | 3 | |
| 1501 | 2015 | Glaval Bus | Legacy | 29 | 2 | 242,049 |
| 1502 | 2015 | Glaval Bus | Legacy | 29 | 2 | 269,006 |
| 1601 | 2017 | Glaval Bus | Legacy | 27 | 3 | 135,766 |
| 1602 | 2017 | Glaval Bus | Legacy | 27 | 3 | 305,121 |
| 1701 | 2017 | Goshen Coach | Impulse | 18 | 2 | 284,502 |
| 1703 | 2017 | Goshen Coach | Impulse | 18 | 2 | 244,438 |
| 1707 | 2017 | Goshen Coach | Impulse | 18 | 2 | 248,001 |
| 1708 | 2017 | Goshen Coach | Impulse | 18 | 2 | 242,480 |
| 1709 | 2016 | Mobility Ventures | MV1 | 6 | 2 | 70,095 |
| 1710 | 2016 | Mobility Ventures | MV1 | 6 | 2 | 58,282 |
| 1711 | 2017 | Glaval Bus | Legacy | 27 | 3 | 177,201 |
| 1712 | 2017 | Glaval Bus | Legacy | 27 | 3 | 191,912 |
| 1713 | 2017 | Glaval Bus | Legacy | 27 | 3 | 239,788 |
| 1801 | 2019 | Glaval Bus | Legacy | 27 | 3 | 208,308 |
| 1901 | 2018 | Ford | Transit | 7 | 1 | 129,388 |
| 1902 | 2019 | Starcraft | Allstar | 7 | 3 | 113,568 |
| 1903 | 2019 | Starcraft | Allstar | 11 | 2 | 132,293 |
| 1904 | 2019 | Glaval Bus | Commute | 8 | 2 | 109,858 |
| 1905 | 2019 | Glaval Bus | Commute | 8 | 2 | 70,589 |
| 1906 | 2019 | Glaval Bus | Commute | 11 | 3 | 129,016 |
| 2101 | 2020 | Glaval Bus | Legacy | 27 | 3 | 140,108 |
| 2102 | 2020 | Glaval Bus | Legacy | 27 | 3 | 127,559 |
| 2103 | 2020 | Glaval Bus | Legacy | 27 | 3 | 115363 |
| 2201 | 2017 | Chevrolet Motor Division - GMC | - | 21 | 2 | 104,559 |
| 2202 | 2010 | Ford Motor Corporation | - | 20 | 2 | 42,902 |
| 2203 | 2015 | Ford Motor Corporation | - | 19 | 2 | 208,578 |
| 2401 | 2024 | Starcraft | Allstar | 15 | 2 | 2,765 |
| 2402 | 2024 | Starcraft | Allstar | 15 | 2 | 2,721 |
| 2403 | 2024 | Starcraft | Allstar | 15 | 2 | 2,356 |
| 2404 | 2024 | Starcraft | Allstar | 15 | 2 | 13,431 |
| 2405 | 2024 | Starcraft | Allstar | 15 | 2 | 10,108 |
| 2406 | 2024 | Starcraft | Allstar | 15 | 2 | 11,565 |
| 2407 | 2024 | Starcraft | Allstar | 15 | 2 | 2,467 |





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Chapter 8 | Findings and Recommendations

Conclusions

Moore & Associates finds the Lake Transit Authority to be in compliance with the requirements of the Transportation Development Act. In addition, the entity generally functions in an efficient, effective, and economical manner.

Findings

Based on discussions with LTA staff, analysis of program performance, and an audit of program compliance and function, the audit team presents no compliance findings.

The audit team has identified one functional finding. While this finding is not a compliance finding, the audit team believes it warrants inclusion in this report:

1. The driver shortage has impacted LTA's ability to fully restore all service and occasionally results in additional service being missed.

Program Recommendations

In completing this Triennial Performance Audit, the auditors submit the following recommendations for LTA's public transit program. They are divided into two categories: TDA Program Compliance Recommendations and Functional Recommendations. TDA Program Compliance Recommendations are intended to assist in bringing the operator into compliance with the requirements and standards of the TDA, while Functional Recommendations address issues identified during the audit that are not specific to TDA compliance. Each finding is presented with the elements identified within the 2011 *Government Auditing Standards* as well as one or more recommendations.

Given there are no compliance findings, only functional findings and recommendations are presented below.

Functional Finding 1: The driver shortage has impacted LTA's ability to fully restore all service and occasionally results in additional service being missed.

Criteria: The Personnel Management and Training functional area includes elements related to recruitment. This includes addressing the question of, "Are enough drivers being recruited to meet the operator's need?"

Condition: LTA has been working to rectify its driver shortage, though part of the challenge is recruits that do not make it past the second phase of the hiring process. At the time of the site visit, the driver workforce remained understaffed by about 15 percent, impacting both working conditions and the level of service provided.

Cause: Industry-wide there are several causes that contributed to this finding. In many cases, the COVID-19 pandemic was a key catalyst, which impacted staffing levels nationwide. Other contributing factors





include a change in the market, wherein people are looking for entry-level positions with an optimal schedule rather than the first step in a career, and the limited candidate pool common to a rural environment.

Effect: There is a gap in the workforce, specifically with respect to drivers.

Recommendation: Work with the operations contractor to evaluate recruitment and hiring activities and other factors to in an effort to further restore service by returning to full staffing levels.

Recommended Action: LTA should work with its operations contractor to make every effort to return to full staffing. While market conditions may limit what either entity can do, it should be the goal to recruit and hire enough drivers to be back to full staffing, reducing the chances that trips may be suspended.

Timeline: As soon as possible.

Anticipated Cost: Unknown.

Exhibit 8.1 Audit Recommendations

| Func | tional Recommendations | Importance | Timeline |
|------|---|------------|----------|
| 1 | Work with the operations contractor to evaluate recruitment and hiring activities and other factors to in an effort to further restore service by returning to full staffing levels. | High | ASAP |





LAKE TRANSIT AUTHORITY FY 2025/26 FINAL BUDGET

| REVENUES | | | | | | | | | COMMENTS: | | | | | |
|---|-------|-----------|--------|-----|---------|-----|--------|-----------|--|--|--|--|--|--|
| | | | | Bud | get | | | | | | | | | |
| | | Adopted: | | | | | | Estimated | | | | | | |
| | | 6/11/25 | | | | | | Actual | | | | | | |
| LOCAL: | | 0,11,20 | | | | | | rectual | | | | | | |
| Transportation Development Act (TDA) | | | | | | | | | | | | | | |
| Local Transportation Funds (LTF) | | | | | | | | | | | | | | |
| - 2025/26 Local Transportation Fund (LTF) Estimate | \$ | 1,177,378 | \$ | - | \$ | - | \$ | 1,177,378 | Estimate provided by the Lake APC; allocated by Lake APC Resolution 25-26-04 | | | | | |
| Non TDA Local Funds | | | | | | | | | | | | | | |
| Descenger Fares | 6 | 127 520 | ć | | Ŀ | | ć | 127 520 | Draigstad fara rayanya basad an EV 24/2E data | | | | | |
| - Passenger Fares | | 127,520 | ې د | - | ç ç | - | ې د | 127,520 | Projected fare revenue based on FY 24/25 data | | | | | |
| - Intercity Passenger Fares | | 10 500 | ې د | - | ç ç | - | ې د | 10 500 | Projected fare revenue based on FY 24/25 data | | | | | |
| - Special Hallsh Fales | | 10,500 | ې د | - | ç ç | - | ې د | 10,500 | Projected fare revenue based on FY 24/25 data - includes Medi-links fares | | | | | |
| - Auxiliary Transportation Revenues | | 76,650 | ې د | - | ç ç | - | ې د | 76,650 | Based on projected FY 24/25 ad revenues | | | | | |
| | , c | 20,400 | ې د | - | ڊ اد | - | с | 20,400 | Per agreement between LTA & | | | | | |
| STATE | , , , | 1,572,050 | Ş | - | | _ | Ļ | 1,372,030 | | | | | | |
| Transportation Development Act (TDA) | | | | | | | | | | | | | | |
| State Transit Assistance (STA) Funds | | | | | | | | | | | | | | |
| - 2025/26 NEW Allocation (PUC) section 99313 & 99314 | s | 715.867 | Ś | - | Ś | - | Ś | 715,867 | Per SCO January 2025 Estimate: allocted by Lake APC Resolution 25-26-06 | | | | | |
| Total STA Funds: | Ś | 715 867 | Ś | _ | Ś | _ | ¢ | 715 867 | | | | | | |
| State of Good Repair (SGR) Program Funds | ļ | , 13,007 | Ŷ | | | | | , 10,007 | | | | | | |
| - 2025/26 NFW Allocation (PUC) section 99313 & 99314 | s | 124,152 | Ś | - | Ś | - | Ś | 124,152 | Per SCO January 2025 Estimate: allocated by Jake APC Resolution 25-26-08 | | | | | |
| - SGR Carryover | Ś | 337.979 | Ś | - | - | | Ś | 337,979 | | | | | | |
| Total SGR Funds: | \$ | 462,131 | \$ | - | Ś | 5 - | \$ | 462,131 | | | | | | |
| Low Carbon Transit Operations Program (LCTOP) | | | - | | | | | · | | | | | | |
| - 2024/25 - 2025 Bus Stop Enhancement Project | \$ | 182,036 | \$ | - | \$ | - | \$ | 182,036 | Per LTA Resolution 2024-25-04 | | | | | |
| - 2023/24 - Battery Storage System | s | 185.971 | Ś | - | Ś | - | Ś | 185.971 | Per LTA Resolution 2023-24-02 | | | | | |
| - 2022/23 - Two Paratransit ZEVs | Ś | 173.882 | Ś | - | Ś | - | Ś | 173.882 | Per LTA Resolution 2022-23-11 | | | | | |
| - 2021/22 - Free Fares for the Summer Cruisin' Program | Ś | 12.620 | Ś | - | Ś | - | Ś | 12.620 | Per LTA Resolution 2024-25-05 | | | | | |
| - 2018/19 - 2021/22 - Electric Vehicle Chargers - Phase 1 | Ś | 451.368 | Ś | - | Ś | _ | Ś | 451.368 | Per LTA Resolution 2024-25-05 | | | | | |
| | 1.1 | - , | | | 1 T | | 1.1 | - ,,,,, | | | | | | |



LAKE TRANSIT AUTHORITY FY 2025/26 FINAL BUDGET

| SB 125 - Transit and Intercity Rail Capital Program (TIRCI | <u>)</u> | | | | | | | | |
|--|-----------|------------|----|---|---|-----|----|---------------|---|
| - Transit Center | \$ | 6,208,056 | \$ | - | Ş | \$- | 4 | \$ 6,208,056 | Per Lake APC Resolutions 23-24-12 & 24-25-14 |
| - Hydrogen fuel-cell buses and fueling infrastructure | \$ | 1,129,407 | \$ | - | Ş | \$- | 4 | \$ 1,129,407 | Per Lake APC Resolution 23-24-12 |
| Total SB 125 TIRCP Funds | \$ | 7,337,463 | \$ | - | | \$- | | \$ 7,337,463 | |
| SB 125 - Zero-Emission Transit Capital Program (ZETCP) | | | | | | | | | |
| - Hydrogen fuel-cell buses and fueling infrastructure | \$ | 370,593 | \$ | - | Ş | \$- | 4 | \$ 370,593 | Per Lake APC Resolution 23-24-12 |
| - Operations | \$ | 623,682 | \$ | - | Ş | \$- | 4 | \$ 623,682 | Per Lake APC Resolution 24-25-14 |
| Total SB 125 ZETCP Funds | \$ | 994,275 | \$ | - | | \$- | | \$ 994,275 | |
| Transit and Intercity Rail Capital Program (TIRCP) | | | | | | | | | |
| - Transit Center | \$ | 629,000 | \$ | - | Ş | \$- | 4 | \$ 629,000 | |
| Total TIRCP Funds: | \$ | 629,000 | \$ | - | | \$- | | \$ 629,000 | |
| Total <u>STATE</u> Revenues: | \$ | 11,144,613 | \$ | - | Ş | \$- | \$ | \$ 11,144,613 | |
| FEDERAL: | | | | | | | | | |
| FTA 5310 Grant Funds | | | | | | | | | |
| - 2023 Grant Award - SA 64AA23-02346 | \$ | 260,602 | \$ | - | Ş | \$- | 4 | \$ 260,602 | |
| FTA 5311 Apportionment Funds | | | | | | | | | |
| - 2025/26 Apportionment - No SA # yet | \$ | 572,205 | \$ | - | 1 | \$- | | \$ 572,205 | FFY 2025 - Regional Apportionment to LTA |
| FTA 5311(f) Funds | | | | | | | | | |
| - 2025/26 Grant Award - No SA # yet | \$ | 558,397 | \$ | - | Ş | \$- | 4 | \$ 558,397 | Based on amount requesed in grant to Caltrans |
| FTA 5339 Funds | | | | | | | | | |
| - 2022 Grant Award - SA 64GC22-02188 | Ş | 731,024 | Ş | - | | Ş - | | \$ 731,024 | |
| Total <u>FEDERAL</u> Revenues: | \$ | 2,122,228 | \$ | - | | ş - | | \$ 2,122,228 | |
| GRAND TOTAL REVENUES | Ş | 14,839,470 | Ş | - | 5 | ş - | | \$ 14,839,470 | |



LAKE TRANSIT AUTHORITY FY 2025/26 FINAL BUDGET

EXPENDITURES

| | Funding Source | | | | | | | | | | | | | | | | | | | |
|---|----------------------|------------|-------------|------------|----|---------|--------|----------|--------------|--------|---------|------------|-------------|--------|------------|-------------|------------|--------|------------|--|
| | LOCAL | | | STATE | | | | | | | FEDERAL | | | | | | | | | |
| | Local | 6 |)ther Local | | | | | | | | CD 175 | | | | | | | | |] |
| | Transportatio | n | Funds | STA | | SGR | LC | СТОР | SB 125 TIRCP | 2 | ZETCP | TIRCP | FTA : | 5310 | FTA 5311 | FTA 5311(f) | FTA 5339 | | Total | |
| OPERATING EXPENSE | Funds | | | | | | | | | | | | | | | | | | | |
| - Accounting Services | \$ 6,00 | 00 | | | | | | | | | | | | | | | | \$ | 6,000 | |
| - Legal Services | \$ 15,00 | 00 | | | | | | | | | | | | | | | | \$ | 15,000 | |
| - Operations Contract | \$ 1,056,57 | 75 \$ | 127,520 | \$ 186,725 | | | | | | \$ | 124,432 | | | | \$ 572,205 | | | \$ | 2,067,457 | Based on new contract with Transportation Concepts |
| - Operations Contract - 5311(f) - Route 30 | | \$ | 110,804 | \$ 112,617 | | | | | | \$ | 132,906 | | | | | \$ 300,000 | | \$ | 656,326 | Based on new contract with Transportation Concepts |
| - Operations Contract - 5311(f) - Route 40 | | \$ | 43,378 | \$ 66,382 | | | | | | \$ | 92,805 | | | | | \$ 258,397 | | \$ | 460,962 | Based on new contract with Transportation Concepts |
| - 5310 Grant | | | | | | | | | | | | | | | | | | | | |
| Operations Contract - Medi-links | | | | | | | | | | | | | \$ 1 | 16,011 | | | | \$ | 116,011 | |
| - Lake Links - PYP & VDP | | | | | | | | | | | | | \$! | 50,000 | | | | \$ | 50,000 | |
| - Printing | \$ 10,00 | 00 | | | | | | | | | | | | | | | | \$ | 10,000 | |
| - Promotional Materials | \$ 2,40 | 00 | | | | | | | | | | | | | | | | \$ | 2,400 | |
| - Advertising/Web Site Expenses | Ş 5,00 | 00 | | | | | | | | | | | | | | | | Ş | 5,000 | |
| - Promotional Campaigns/Translation | Ş 2,00 | 00 | | | | | | | | | | | | | | | | Ş | 2,000 | |
| - Fuel | | Ş | 103,953 | \$ 124,432 | | | | | | | | | | | | | | Ş | 228,385 | Based on FY 24/25 data + 5% |
| - Fuel - 5311(f) - Route 30 | | | | \$ 132,906 | | | | | | | | | | | | | | Ş | 132,906 | Based on FY 24/25 data + 5% |
| - Fuel - 5311(f) - Route 40 | | | | \$ 92,805 | | | | | | | | | | | | | | Ş | 92,805 | Based on FY 24/25 data + 5% |
| - Fuel - 5310 - Medi-links | ¢ 40.00 | | | | | | | | | | | | Ş., | 20,898 | | | | Ş | 20,898 | Based on FY 24/25 data + 5% |
| - Facility Maintenance | \$ 40,00 \$ 10,00 | | | | | | | | | | | | | | | | | Ş | 40,000 | |
| - Refits & Leases - Repeater Sites | \$ 10,00 \$ 10.00 | | | | | | | | | | | | | | | | | ç ç | 10,000 | |
| - Otilities | \$ 10,00 \$ 20,40 | 10 12 ¢ | 0 507 | | | | | | | | | | | | | | | ې د | 20,000 | |
| - Operating Fund Reserve | Ş 20,40 | | 9,597 | | | | | | | ć | 273 539 | | <u>د</u> . | 73 693 | | | | ڊ ک | 30,000 | Reserve ETA 5310 & SB 125 Funds to be used in EV 26/ |
| | ¢ 1 177 27 | , | 205 252 | ¢ 715 967 | ć | | ć | | ć | ÷ | 633 693 | ć | ¢ c | 0 602 | ¢ 572 205 | ¢ FF9 207 | | ÷ | 4 202 292 | |
| | \$ 1,177,37 | 0 > | 595,252 | \$ /15,80/ | Ş | - | Ş | - | Ş - | - 3 | 023,082 | Ş - | • \$ 20 | 0,602 | Ş 572,205 | \$ 556,597 | | Ş | 4,303,383 | |
| CAPITAL EXPENSE | | | | | | | | | | | | | | | | | | | | |
| - 2024/25 - 2025 Bus Ston Enhancement Project | | | | | | | ¢ | 182 036 | | | | | | | | | | ¢ | 182 036 | |
| - 2024/23 - 2025 Bus Stop Enhancement Project | | | | | | | с С | 182,030 | | | | | | | | | | Ś | 185,030 | |
| - 2022/23 - Two Paratransit 7FVs | | | | | | | Ś | 173.882 | | | | | | | | | | Ś | 173.882 | |
| - 2021/22 - Free Fares for the Summer Cruisin' Program | | | | | | | Ś | 12.620 | | | | | | | | | | Ś | 12.620 | |
| - 2018/19 - 2021/22 - Electric Vehicle Chargers - Phase 1 | | | | | | | Ś | 451,368 | | | | | | | | | | \$ | 451,368 | |
| Total LCTOP Expenditures: | \$ | - \$ | - | \$- | \$ | - | \$1, | ,005,877 | \$ · | - \$ | - | \$- | . \$ | - | \$- | \$- | \$ - | \$ | 1,005,877 | |
| State of Good Repair (SGR) | | | | | | | . , | , | | | | | | | | | | | | |
| - 25/26 Project(s) - TBD | \$ | - \$ | - | | \$ | 124,152 | | | | | | | | | | | | \$ | 124,152 | |
| - 24/25 Project - Vehicle Replacement | \$ | - \$ | - | | \$ | 124,152 | | | | | | | | | | | | \$ | 124,152 | |
| - 23/24 Project - Vehicle Replacement | | | | | \$ | 113,247 | | | | | | | | | | | | \$ | 113,247 | |
| - 22/23 Project - Transit Center | \$ | - \$ | - | | \$ | 100,580 | | | | | | | | | | | | \$ | 100,580 | |
| Total RPA Funds: | \$ | - \$ | - | \$- | \$ | 462,131 | \$ | - | \$- | - \$ | - | \$ - | · \$ | - | \$- | \$- | \$ - | \$ | 462,131 | |
| SB 125 - Transit and Intercity Rail Capital Program (TIRCP | 2 | | | | | | | | | _ | | | | | | | | | | |
| - Transit Center | Ş | - Ş | - | Ş - | Ş | - | | | \$ 6,208,056 | 5 | | | | | | | | Ş | 6,208,056 | |
| - Hydrogen fuel-cell buses and fueling infrastructure | Ş | - Ş | - | Ş - | Ş | - | | | \$ 1,129,407 | / | | <u>,</u> | | | | | | Ş | 1,129,407 | |
| | \$ | - \$ | - | Ş - | Ş | - | Ş | - | \$ 7,337,463 | s ş | - | Ş - | · Ş | - | Ş - | Ş - | Ş - | Ş | 7,337,463 | |
| SB 125 - Zero-Emission Transit Capital Program (ZETCP) | | | | | | | | | | | | | | | | | | | | |
| Hydrogen fuel-cell buses and fueling infrastructure | \$ | - \$ | - | \$- | \$ | - | | | \$- | - \$ | 370,593 | | | | | | | \$ | 370,593 | |
| Total SB 125 ZETCP Funds | \$ | - \$ | - | \$- | \$ | - | \$ | - | \$ - | - \$ | 370,593 | \$- | · \$ | - | \$- | \$- | \$- | \$ | 370,593 | |
| Transit and Intercity Rail Capital Program (TIRCP) | | | | | | | | | | | | | | | | | | | | |
| - Transit Center | Ş | - \$ | - | ş - | \$ | - | | | | | | \$ 629,000 | | | | | | \$ | 629,000 | |
| Total TIRCP Funds: | Ş | - \$ | - | Ş - | Ş | - | Ş | - | Ş - | - \$ | - | \$ 629,000 | Ş | - | Ş - | Ş - | Ş - | \$ | 629,000 | |
| FTA 5339 Funds | A | | | <u>,</u> | 4 | | ~ | | A | L . | | <u> </u> | ~ | | <u>~</u> | | A 704.000 | Ş | - | |
| - 2022 Bus Replacement | Ş | - Ş | - | Ş - | Ş | - | Ş | - | Ş - | - Ş | - | Ş - | · Ş | - | Ş - | | \$ 731,024 | Ş | 731,024 | |
| Total CAPITAL Allocations: | \$ | - \$ | - | \$- | \$ | 462,131 | \$1, | 005,877 | \$ 7,337,463 | 3 \$ | 370,593 | \$ 629,000 | \$ | - | \$- | \$- | \$ 731,024 | \$ | 10,536,088 | |
| GRAND TOTAL ALLOCATIONS | \$ 1,177,37 | 8 \$ | 395,252 | \$ 715,867 | \$ | 462,131 | \$ 1,0 | 005,877 | \$ 7,337,463 | \$ | 994,275 | \$ 629,000 | \$ 260 | 0,602 | \$ 572,205 | \$ 558,397 | \$ 731,024 | \$ | 14,839,470 | |

COMMENTS



Lake Transit Authority 2024/25 3rd Quarter Report

Executive Summary Operating Statistics Summary Financial Status Report

Lake Transit Authority 2024/25 Third Quarter Report Executive Summary

Introduction

Through the first three quarters of the 2024/25 fiscal year, system-wide ridership was up approximately 2.9 percent between the second and third quarters and saw a year-over-year increase of approximately 8.3 percent. The table below shows the year-over-year (Dec-Mar) impact of the service reductions that were implemented in November 2024.

| | Route 1 | Route 4 | Route 7 | Route 10 | Route 11 |
|-----------------------|---------|---------|---------|----------|----------|
| % Change in Ridership | 16.7% | -2.8% | -6.7% | 22.4% | 23.5% |
| % Change in Rev. Hrs. | -11.1% | -12.7% | -30.5% | -5.4% | -4.5% |
| % Change in Pass./Hr. | 31.2% | 11.4% | 34.1% | 29.4% | 29.3% |

While Routes 4 and 7 saw a decrease in ridership through the end of the third quarter, the change in passengers per hour on all routes impacted by the service reductions increased, showing that these were efficient changes to the system.

System Performance Indicators

The bar charts on pages 3-6 illustrate system performance through the third quarter of 2024/25. System ridership was up approximately 8.3 percent to 180,523 passengers. Vehicle Revenue Hours decreased 8.6 percent during this period. The Passengers Per Hour graph on page 4 shows that productivity increased approximately 18.6 percent compared to the first three quarters of last year, at 6.77 passengers per hour. This was expected since ridership increased and revenue hours decreased.

The System Cost per Vehicle Revenue Hour increased from \$94.33 in 2023/24 to \$108.96 in 2024/25. This increase is attributed to the increase in the operations contractor rates. As shown on page 5, the Cost Per Passenger decreased approximately 2.5 percent, to \$16.10 through three quarters of 2024/25. The Average Fare Per Passenger for 2024/25 is down approximately 5.8 percent to \$1.14. The total subsidies provided to passengers increased by approximately 5.8 percent, however the subsidy per passenger decreased by 2.2 percent.

The total operating cost through three quarters of 2024/25 increased approximately 10.5 percent compared to 2023/24. This is due primarily to the increased operations contractor rates. Per the agreement between LTA and our operations contractor, the hourly and fixed-monthly rates increased on July 1, 2024, by 3.5 percent and 34 percent, respectively.

Route Performance

The graph on page 6 illustrates the ridership results by route. Ridership on fixed route service was mixed, with Routes 1, 3, 4, 4A, 10, and 11 experiencing increases ranging from 3.2 to 26.2 percent. Routes 2, 7, and 8 saw decreases ranging from 7.6 to 30.8 percent. Dial-a-Ride service in Clearlake saw an increase of approximately 24.8 percent and Lakeport saw a decline of approximately 0.5 percent.

The graphs on pages 7 and 8 illustrate the service hours by route and passengers per hour by route respectively. Through three quarters of the 24/25 fiscal year, revenue hours decreased on all fixed routes

except for Route 3 to Middletown and Calistoga, which saw a slight increase of 0.4 percent. All fixed routes, aside from Route 2 to Cobb, saw an increase in passengers per hour, ranging from 4.7 to 30.2 percent.

Financial Summary

The last two pages of this report are the Financial Summary, which provides line-item level unaudited results through three quarters of FY 2024/25. Fare revenues increased approximately 4.2 percent over the first three quarters of last year. The cost of fuel decreased roughly 15.3 percent. Advertising revenues are approximately 4.4 percent lower than last year.









Lake Transit Authority 2023/24 3rd Quarter Performance Report



Lake Transit Authority 2023/24 3rd Quarter Performance Report







LAKE TRANSIT AUTHORITY 2024/25 OPERATING STATISTICS REPORT

| System Total | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---------------------------------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|--------------|--------------|
| Local Base Fare - \$1.25 | 2116 | 2320 | 2139 | 2425 1506 | 1830 | 1853 | 1761 | 1608 | 2101 1502 | 18153 |
| Local ADA Fare - \$0.75 | 275 | 201 | 186 | 174 | 243 | 228 | 265 | 196 | 197 | 1965 |
| Regional Fare - \$2.25 | 1079 | 1134 | 1062 | 1046 | 266 | 861 | 853 | 713 | 754 | 8301 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 515 | 370 | 412 | 352 | 199 | 276 | 268 | 204 | 288 | 2884 |
| Flex Stop for ADA/Senior Local \$0.75 | 5 | 1 | 5 | с С | 9 | 4 | 18 | 19 | 4 | 75 |
| Flex Stop for ADA/Sr. Regional \$1.25 | З | 7 | 2 | e | 2 | 4 | 4 | 16 | 9 | 47 |
| DAR GP 1-day Advance Reserv. \$5. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAR GP Same Day \$10.00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAR Senior 1-day Adv. Reserv - \$2.50 | 48 | 68 | 41 | 46 | 32 | 16 | 12 | 19 | 19 | 301 |
| DAR Senior Same Day - \$3.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAR Disabled 1-day Adv Reserv \$2.50 | 62 | 56 | 41 | 82 | 53 | 57 | 50 | 60 | 106 | 567 |
| DAR Disabled Same Day - \$3.00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| Tap to Pay (\$1.00) | 702 | 863 | 913 | 1177 | 921 | 1076 | 1312 | 1228 | 1503 | 9695 |
| Free College Fare | 859 | 1272 | 1365 | 1273 | 898 | 891 | 917 | 1052 | 1147 | 9674 |
| Free/Other | 1033 | 935 | 728 | 765 | 657 | 747 | 808 | 588 | 686 | 6948 |
| Base Fare Ticket Regional | 276 | 261 | 194 | 272 | 295 | 279 | 384 | 273 | 271 | 2505 |
| Base Fare Ticket Local | 651 | 584 | 559 | 680 | 568 | 982 | 1183 | 1119 | 1179 | 7505 |
| Punch Pass | 3517 | 3470 | 3590 | 3908 | 3024 | 3081 | 3727 | 3440 | 3910 | 31667 |
| Monthly Pass | 3357 | 3692 | 3646 | 4212 | 3197 | 3474 | 3549 | 3207 | 3389 | 31723 |
| Weekly Pass | 143 | 116 | 74 | 133 | 72 | 96 | 45 | 61 | 68 | 808 |
| Summer Cruisin' Youth Pass | 1101 | 1890 | 50 | 0 | 0 | 8 | 0 | 0 | 33 | 3082 |
| Transfer - Lake Transit | 3367 | 3509 | 3560 | 3719 | 2835 | 3469 | 3563 | 3106 | 3314 | 30442 |
| Transfer - MTA | 31 | 13 | 0 | 7 | 0 | 0 | ~ | 0 | 0 | 49 |
| Transfer - Napa VINE | 65 | 52 | 7 | 19 | 13 | 11 | 14 | 12 | 18 | 211 |
| TOTAL PASSENGERS | 20,915 | 22,537 | 20,000 | 21,801 | 16,945 | 18,963 | 20,426 | 18,351 | 20,585 | 180,523 |
| Bicycles | 476 | 475 | 364 | 417 | 360 | 417 | 406 | 320 | 341 | 3576 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| Wheelchairs | 924 | 1106 | 995 | 1132 | 691 | 726 | 808 | 802 | 741 | 7925 |
| CASH - CALCULATED TOTAL | \$ 9,945.50 | \$ 9,711.25 | \$ 9,226.75 | \$ 9,653.50 | \$ 7,148.50 | \$ 7,973.50 | \$ 8,085.00 | \$ 7,006.50 | \$ 8,554.75 | \$ 77,305.25 |
| Scheduled Hours | 3867.25 | 3867.25 | 3867.25 | 3867.25 | 3867.25 | 3850.25 | 3867.25 | 3867.25 | 3867.25 | 34788.25 |
| Actual Revenue Hours | 3381.18 | 3495.8 | 2811.15 | 3082.33 | 2633.82 | 2742.85 | 2891.37 | 2657.1 | 2978.36 | 26673.96 |
| Other Vehicle Hours | 366.81 | 376.7 | 330 | 354.79 | 453.1 | 429.31 | 316.54 | 295.05 | 335.5 | 3257.8 |
| TOTAL VEHICLE HOURS | 3747.99 | 3872.5 | 3141.15 | 3437.12 | 3086.92 | 3172.16 | 3207.91 | 2952.15 | 3313.86 | 29931.76 |
| PASSENGERS PER REV. HOUR | 6.19 | 6.45 | 7.11 | 7.07 | 6.43 | 6.91 | 7.06 | 6.91 | 6.91 | 6.77 |
| Scheduled Miles | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 633339 |
| Actual Revenue Miles | 74547 | 76530 | 62848 | 67271 | 57480 | 58550 | 62676 | 57315 | 63576 | 580793 |
| Other Vehicle Miles | 4814 | 4740 | 3982 | 447 | 3722 | 3854 | 4064 | 3817 | 4307 | 37747 |
| TOTAL VEHICLE MILES | 79,361 | 81,270 | 66,830 | 71,718 | 61,202 | 62,404 | 66,740 | 61,132 | 67,883 | 618,540 |
| Miles Per Passenger Boarding | 3.56 | 3.40 | 3.14 | 3.09 | 3.39 | 3.09 | 3.07 | 3.12 | 3.09 | 3.22 |
| Route System Total | Япг | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---|---------------------|---------------------|---------------------|---------------------|--------------|---------------------|---------------------|--------------|---------------------|------------------------|
| Local Base Fare - \$1.25 Local Senior Fare - \$0.75 Local ADA Eaco #0.75 | 2116 1710 275 | 2320 1713 201 | 2139 1424 106 | 2425 1506 174 | 1830 1301 | 1853 1546 220 | 1761 1691 265 | 1608 1430 | 2101 1592 107 | 18153 13913 1065 |
| Local АЛА Гаге - Фо.70 Regional Fare - \$2.25 | 1079 | 1134 | 1062 | 1046 | 799 | 861 | 853 | 713 713 | 754 | 8301 |
| Out of Co. (Mendocino/ Napa) - \$5.00 Elex Ston for ADA/Senjor I ocal \$0 75 | 515 5 | 370 | 412 | 352 3 | 199 6 | 276 | 268 18 | 204 | 288 | 2884 75 |
| Flex Stop for ADA/Sr. Regional \$1.25 | n n | - 2 | 5 0 | ი ი | 0 | 14 | <u>5</u> 4 | 16 | 9 | 47 |
| DAR GP 1-day Advance Reserv. \$5. | | | | | | | | | | |
| DAR Senior 1-day Adv. Reserv - \$2.50 | | | | | | | | | | |
| DAR Senior Same Day - \$3.00 | | | | | | | | | | |
| DAR Disabled 1-day Adv Reserv \$2.50 | | | | | | | | | | |
| Tap to Pav (\$1.00) | 702 | 863 | 905 | 1177 | 921 | 1076 | 1312 | 1228 | 1503 | 9687 |
| Free College Fare | 849 | 1272 | 1353 | 1273 | 868 | 888 | 917 | 1052 | 1147 | 9649 |
| Free/Other | 981 | 837 | 670 | 706 | 605 | 702 | 749 | 526 | 625 | 6401 |
| Base Fare Ticket Regional | 248 | 228 | 172 | 234 | 265 | 257 | 340 | 237 | 252 | 2233 |
| Base Fare Ticket Local | 647 | 568 | 534 | 666 | 558 | 973 | 1179 | 1113 | 1179 | 7417 |
| Punch Pass | 3363 | 3263 | 3459 | 3751 | 2890 | 2967 | 3576 | 3275 | 3777 | 30321 |
| Monthly Pass | 3357 | 3692 | 3646 | 4212 | 3197 | 3474 | 3549 | 3207 | 3389 | 31723 |
| Weekly Pass | 143 | 116 | 74 | 133 | 72 | 96 | 45 | 61 | 68 | 808 |
| Summer Cruisin' Youth Pass | 1101 | 1890 | 50 | 0 | 0 | 80 | 0 | 0 | 33 | 3082 |
| Transfer - Lake Transit | 3367 | 3509 | 3560 | 3718 | 2834 | 3469 | 3563 | 3106 | 3314 | 30440 |
| Transfer - MTA | 31 | 13 | 2 | 2 | 0 | 0 | ~ | 0 | 0 | 49 |
| Transfer - Napa VINE | 65 | 52 | 7 | 19 | 13 | 11 | 14 | 12 | 18 | 211 |
| TOTAL PASSENGERS | 20,557 | 22,059 | 19,662 | 21,400 | 16,633 | 18,693 | 20,105 | 18,003 | 20,247 | 177,359 |
| Bicycles | 476 | 475 | 364 | 417 | 360 | 417 | 406 | 320 | 341 | 3576 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 710 | 0 520 | 0 645 | 0 | 0 703 | 0 |
| | \$ 0 670 50 | * 0 101 25 | ★ 0.015 75 | | | | | | 000 | 0000 |
| Scheduled Hours | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 2929.8 | 26367.75 |
| Actual Revenue Hours | 2933.9 | 2943.4 | 2434.9 | 2624.3 | 2268.6 | 2350.8 | 2432.9 | 2228.3 | 2489.5 | 22706.54 |
| Other Vehicle Hours | 366.8 | 376.7 | 330.0 | 354.8 | 453.1 | 429.3 | 316.5 | 295.1 | 335.5 | 3257.8 |
| TOTAL VEHICLE HOURS | 3300.68 | 3320.12 | 2764.9 | 2979.12 | 2721.72 | 2780.12 | 2749.42 | 2523.3 | 2824.96 | 25964.34 |
| PASSENGERS PER REV. HOUR | 7.01 | 7.49 | 8.08 | 8.15 | 7.33 | 7.95 | 8.26 | 8.08 | 8.13 | 7.81 |
| Scheduled Miles | 1202 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 70371 | 633339 |
| Actual Revenue Miles | 69502 | 69496 | 57854 | 61691 | 53034 | 54300 | 56850 | 51864 | 57870 | 532461 |
| Other Vehicle Miles | 4814 | 4740 | 3982 | 447 | 3722 | 3854 | 4064 | 3817 | 4307 | 37747 |
| TOTAL VEHICLE MILES | 74,316 | 74,236 | 61,836 | 66,138 | 56,756 | 58,154 | 60,914 | 55,681 | 62,177 | 570,208 |
| Miles Per Passenger Boarding | 3.38 | 3.15 | 2.94 | 2.88 | 3.19 | 2.90 | 2.83 | 2.88 | 2.86 | 3.00 |

| Clearlake Routes | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---------------------------------------|-------------|--------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Local Base Fare - \$1.25 | 1214 | 1377 | 1305 | 1594 | 1201 | 974 | 879 | 829 | 1289 | 10662 |
| Local Senior Fare - \$0.75 | 1050 | 266 | 753 | 843 | 810 | 972 | 1126 | 955 | 1004 | 8510 |
| Local ADA Fare - \$0.75 | 111 | 53 | 67 | 88 | 146 | 134 | 151 | 127 | 115 | 992 |
| Regional Fare - \$2.25 | 60 | 63 | 86 | 73 | 76 | 65 | 68 | 45 | 45 | 581 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 13 | 13 | 22 | 7 | 9 | 7 | 5 | ~ | o | 83 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| 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) | 221 | 301 | 287 | 368 | 349 | 357 | 408 | 382 | 491 | 3164 |
| Free College Fare | 235 | 452 | 339 | 307 | 243 | 304 | 0 | 0 | 0 | 1880 |
| Free/Other | 586 | 462 | 380 | 342 | 322 | 373 | 405 | 310 | 342 | 3522 |
| Base Fare Ticket Regional | 102 | 85 | 77 | 76 | 107 | 136 | 170 | 84 | 52 | 889 |
| Base Fare Ticket Local | 181 | 151 | 188 | 266 | 202 | 582 | 702 | 655 | 743 | 3670 |
| Punch Pass | 1539 | 1548 | 1567 | 1882 | 1339 | 1320 | 1607 | 1622 | 1706 | 14130 |
| Monthly Pass | 987 | 1299 | 1359 | 1548 | 1276 | 1340 | 1358 | 1331 | 1325 | 11823 |
| Weekly Pass | 75 | 42 | 47 | 73 | 16 | 17 | ю | 0 | 16 | 289 |
| Summer Cruisin' Youth Pass | 587 | 1164 | 21 | 0 | 0 | 0 | 0 | 0 | 33 | 1805 |
| Transfer - Lake Transit | 1219 | 1348 | 1472 | 1477 | 1191 | 1428 | 1519 | 1279 | 1348 | 12281 |
| Transfer - MTA | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 8,211 | 9,355 | 7,970 | 8,944 | 7,284 | 8,009 | 8,401 | 7,620 | 8,518 | 74,312 |
| Bicycles | 113 | 100 | 54 | 66 | 106 | 86 | 66 | 84 | 122 | 875 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 285 | 355 | 389 | 428 | 291 | 282 | 392 | 376 | 350 | 3148 |
| CASH - CALCULATED TOTAL | \$ 2,754.00 | \$ 2,941.25 | \$ 2,765.00 | \$ 3,166.00 | \$ 2,681.00 | \$ 2,496.00 | \$ 2,540.50 | \$ 2,240.50 | \$ 2,965.00 | \$ 24,549.25 |
| Scheduled Hours | 644.75 | 644.75 | 644.75 | 644.75 | 644.75 | 644.75 | 644.75 | 644.75 | 644.75 | 5802.75 |
| Actual Revenue Hours | 654.84 | 672.51 | 594.89 | 653.46 | 568.84 | 587.51 | 597.95 | 548.99 | 630.25 | 5509.24 |
| Other Vehicle Hours | 82.38 | 96.67 | 81.24 | 67.75 | 216.74 | 55.27 | 55.96 | 54.11 | 64.11 | 774.23 |
| TOTAL VEHICLE HOURS | 737.22 | 769.18 | 676.13 | 721.21 | 785.58 | 642.78 | 653.91 | 603.1 | 694.36 | 6283.47 |
| PASSENGERS PER REV. HOUR | 12.54 | 13.91 | 13.40 | 13.69 | 12.81 | 13.63 | 14.05 | 13.88 | 13.52 | 13.49 |
| Scheduled Miles | 7546 | 7546 | 7546 | 7546 | 7546 | 7546 | 7546 | 7546 | 7546 | 67914 |
| Actual Revenue Miles | 9159 | 9297 | 8387 | 9159 | 8013 | 8263 | 8368 | 7655 | 8478 | 76779 |
| Other Vehicle Miles | 757 | 804 | 679 | 502 | 448 | 444 | 425 | 398 | 497 | 4954 |
| TOTAL VEHICLE MILES | 9,916 | 10,101 | 9,066 | 9,661 | 8,461 | 8,707 | 8,793 | 8,053 | 8,975 | 81,733 |
| Miles Per Passenger Boarding | 1.12 | 0. <mark>99</mark> | 1.05 | 1.02 | 1.10 | 1.03 | 1.00 | 1.00 | 1.00 | 1.03 |

| Dial-A-Ride Services Total | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | 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 |
| DAR GP Same Day \$10.00 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAR Senior 1-day Adv. Reserv - \$2.50 | 48 | 68 | 41 | 46 | 32 | 16 | 12 | 19 | 19 | 301 |
| DAR Senior Same Day - \$3.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAR Disabled 1-day Adv Reserv \$2.50 | 62 | 56 | 41 | 82 | 53 | 57 | 50 | 60 | 106 | 567 |
| DAR Disabled Same Day - \$3.00 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 |
| Tap to Pay (\$1.00) | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | Ø |
| Free College Fare | 10 | 0 | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 25 |
| Free/Other | 18 | 48 | 22 | 29 | 26 | 17 | 20 | 26 | 17 | 223 |
| Base Fare Ticket Regional | 28 | 33 | 22 | 38 | 30 | 22 | 44 | 36 | 19 | 272 |
| Base Fare Ticket Local | 4 | 16 | 25 | 14 | 10 | 6 | 4 | 9 | 0 | 88 |
| Punch Pass | 154 | 207 | 131 | 157 | 134 | 114 | 151 | 165 | 133 | 1346 |
| Monthly Pass Weekly Pass | | | | | | | | | | |
| Summer Cruisin' Youth Pass | ¢ | ¢ | ¢ | | | | | ¢ | ſ | ſ |
| Transfer - Lake Transit | | | 00 | ~ C | ~ c | 0 0 | 00 | | | |
| Transfer - NITA Transfer - Napa VINF | | | | | | | | | | |
| TOTAL PASSENGERS | 324 | | 302 | 371 | 286 | 242 | ر 281 | 312 | 294 | 2,840 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| Wheelchairs | 215 | 312 | 218 | 257 | 173 | 188 | 163 | 203 | 158 | 1887 |
| CASH - CALCULATED TOTAL | \$ 275.00 | \$ 310.00 | \$ 211.00 | \$ 360.00 | \$ 212.50 | \$ 194.50 | \$ 155.00 | \$ 197.50 | \$ 312.50 | \$ 2,228.00 |
| Scheduled Hours | 937.5 | 937.5 | 937.5 | 937.5 | 937.5 | 920.5 | 937.5 | 937.5 | 937.5 | 8420.5 |
| Actual Revenue Hours Other Vehicle Hours | 349.19 0 | 391.5 0 | 284.62 0 | 366.92 0 | 284.5 0 | 318.69 0 | 334.51 0 | 319.65 0 | 356.14 0 | 3005.72 0 |
| TOTAL VEHICLE HOURS | 349.19 | 391.5 | 284.62 | 366.92 | 284.5 | 318.69 | <u>334.51</u> | 319.65 | 356.14 | <u>3005.72</u> |
| PASSENGERS PER REV. HOUR | 0.93 | 1.09 | 1.06 | 1.01 | 1.01 | 0.76 | 0.84 | 0.98 | 0.83 | 0.94 |
| Scheduled Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Actual Revenue Miles | 2258 | 2409 | 2100 | 2855 | 2068 | 2164 | 2456 | 2330 | 2346 | 20986 |
| Other Vehicle Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VEHICLE MILES | 2,258 | 2,409 | 2,100 | 2,855 | 2,068 | 2,164 | 2,456 | 2,330 | 2,346 | 20,986 |
| Miles Per Passenger Boarding | 6.97 | 5.63 | 6.95 | 7.70 | 7.23 | 8.94 | 8.74 | 7.47 | 7.98 | 7.39 |

| Route 1: North Shore | | | Cont | | Nol V | | | Lob Lob | Mar | |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Clearlake to Lakeport | , un v | ה היג | Cept | 50 | | בפנ | מפו | - 40 | ואומו | |
| Local Base Fare - \$1.25 | 492 | 567 | 532 | 505 | 339 | 489 | 469 | 446 | 474 | 4313 |
| Local Senior Fare - \$0.75 | 276 | 319 | 313 | 258 | 219 | 273 | 282 | 252 | 298 | 2490 |
| Local ADA Fare - \$0.75 | 69 | 53 | 52 | 22 | 43 | 42 | 42 | 23 | 23 | 369 |
| Regional Fare - \$2.25 | 499 | 557 | 472 | 485 | 423 | 484 | 441 | 354 | 346 | 4061 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 23 | 14 | 22 | 19 | 9 | 6 | 10 | 4 | 13 | 120 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| 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 Pav (\$1.00) | 252 | 319 | 275 | 350 | 219 | 322 | 384 | 391 | 454 | 2966 |
| Free College Fare | 237 | 347 | 325 | 326 | 280 | 224 | 242 | 262 | 304 | 2547 |
| Free/Other | 106 | 132 | 109 | 116 | 110 | 123 | 116 | 74 | 132 | 1018 |
| Base Fare Ticket Regional | 800 | 41 | 46 | 2 Y | 95 | 24 | 85 85 | | 1 (1) | 5.21 |
| Base Fore Ticket Local | 00 00 | 906 | 170 | | 276 216 | 200 | 254 | 00 073 | 00 74 | 200 |
| | 777 | 2002 | 7/1 | 240 | 017 | 077 | | 012 | 017 | |
| Punch Pass | /98 | /33 | 875 | 946 | 829 | 8/8 | 1052 | 916 | 1118 | 8145 |
| Monthly Pass | 1127 | 1060 | 1026 | 1253 | 1014 | 1007 | 1048 | 946 | 1156 | 9637 |
| Weekly Pass | 8 | 7 | ~ | ~ | 9 | e | ~ | 4 | ~ | 27 |
| Summer Cruisin' Youth Pass | 183 | 360 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| Transfer - Lake Transit | 839 | 819 | 833 | 837 | 724 | 798 | 807 | 703 | 755 | 7115 |
| Transfer - MTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 5,169 | 5,529 | 5,070 | 5,413 | 4,493 | 4,938 | 5,233 | 4,728 | 5,402 | 45,975 |
| Bicycles | 118 | 130 | 113 | 113 | 94 | 144 | 134 | 109 | 75 | 1030 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 164 | 138 | 109 | 135 | 94 | 144 | 146 | 104 | 107 | 1141 |
| CASH - CALCULATED TOTAL | \$ 2,363.50 | \$ 2,630.00 | \$ 2,385.75 | \$ 2,377.50 | \$ 1,821.00 | \$ 2,303.50 | \$ 2,255.50 | \$ 1,971.25 | \$ 2,130.75 | \$20,238.75 |
| Scheduled Hours | 669.25 | 669.25 | 669.25 | 669.25 | 669.25 | 669.25 | 669.25 | 669.25 | 669.25 | 6023.25 |
| Actual Revenue Hours | 698.5 | 705.17 | 598.49 | 632.04 | 554.16 | 579.13 | 604.31 | 548.8 | 611.47 | 5532.07 |
| Other Vehicle Hours | 75.38 | 72.32 | 66.94 | 77.86 | 63.4 | 62.3 | 67.13 | 68.73 | 29 | 633.06 |
| TOTAL VEHICLE HOURS | 773.88 | 777.49 | 665.43 | 709.9 | 617.56 | 641.43 | 671.44 | 617.53 | 690.47 | 6165.13 |
| PASSENGERS PER REV. HOUR | 7.40 | 7.84 | 8.47 | 8.56 | 8.11 | 8.53 | 8.66 | 8.62 | 8.83 | 8.31 |
| Scheduled Miles | 20500 | 20500 | 20500 | 20500 | 20500 | 20500 | 20500 | 20500 | 20500 | 184500 |
| Actual Revenue Miles | 19269 | 19456 | 16512 | 17468 | 14974 | 15365 | 16246 | 14790 | 16548 | 150628 |
| Other Vehicle Miles | 1126 | 1087 | 893 | 1092 | 842 | 861 | 960 | 869 | 979 | 8709 |
| TOTAL VEHICLE MILES | 20,395 | 20,543 | 17,405 | 18,560 | 15,816 | 16,226 | 17,206 | 15,659 | 17,527 | 159,337 |
| Miles Per Passenger Boarding | 3.73 | 3.52 | 3.26 | 3.23 | 3.33 | 3.11 | 3.10 | 3.13 | 3.06 | 3.28 |

| Route 2: Highway 175 | | | Sant | to | NoN | Der | 20 | 4 L | Mar | TOTAI |
|---------------------------------------|----------|----------------------|-----------------------|------------------|-----------------------|-------------|---------------------|----------------|-----------|------------------------|
| Kit's Corner to Middletown | (mo | 55 | 200 | 500 | | 2 | | 2 | | 201 |
| Local Base Fare - \$1.25 | 21 | 37 | 14 | 17 | 10 | 15 | 19 | 28 | 34 | 195 |
| Local Senior Fare - \$0.75 | 30 | 38 | 25 | 24 | 23 | 21 | 30 | 30 | 31 | 252 |
| Local ADA Fare - \$0.75 | с | 0 | 0 | ~ | 0 | 0 | 0 | 0 | 0 | 4 |
| Regional Fare - \$2.25 | 6 | 5 | 13 | 17 | 7 | 2 | 5 | 5 | 13 | 76 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | - | ~ | 0 | 2 | 0 | 0 | 0 | ~ | S | 12 |
| Flex Stop for ADA/Senior Local \$0.75 | 5 | - | 4 | 2 | 4 | 4 | 7 | 7 | 4 | 28 |
| Flex Stop for ADA/Sr. Regional \$1.25 | 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) | ∞ | 20 | 18 | 22 | 5 | 5 | 4 | 14 | 25 | 121 |
| Free College Fare | 6 | 13 | 23 | 21 | 13 | 10 | - | 6 | 22 | 121 |
| Free/Other | 80 | 8 | 13 | 80 | 4 | e | 2 | ~ | 5 | 52 |
| Base Fare Ticket Regional | 0 | ~ | ~ | 0 | 0 | ~ | 0 | ~ | - | 5 |
| Base Fare Ticket Local | 0 | 9 | 0 | 2 | , - | - | 0 | ~ | 2 | 13 |
| Punch Pass | 17 | 22 | 38 | 30 | 22 | 28 | 21 | 20 | 30 | 228 |
| Monthly Pass | 50 | 42 | 4 | , u | ס | 13 | , , , | 6 | | 119 |
| Weekly Pass | | i – | · c | | | <u>i</u> c | |) (| | 4 |
| Summer Cruisin' Youth Pass | 2 | 40.4 | | | | | 10 | ·c | | 47 |
| Tranefer - Laba Traneit | 57 | 2 C | 38 | 5 7 7 | , ac | 20 | о О.Б. | о с | 26 | 302 |
| Transfer MTA | 5 | ς ς | 0,0 | 5 | 6 C | Ň | 3 0 | | | 200 |
| Transfer - Mina Transfer News VINE | | NC | | | | | | | | NC |
| TIAIISIEI - NAPA VINE | | | | | | | | | | |
| IUIAL PASSENGERS | 195 | 067 | 193 | 183 | 1 <u>7</u> 1 | 1 <u>32</u> | 123 | 138 | 201 2 | 1,582 |
| Bicycles | 16 | Ú Ú | 4 | n i | N | N | N | 0 | ε Ω | 38 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 3 | 3 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 12 |
| CASH - CALCULATED TOTAL | \$ 88.00 | <pre>\$ 111.75</pre> | <mark>\$ 96.50</mark> | \$ 111.75 | <mark>\$ 53.50</mark> | \$ 57.00 | <pre>\$ 64.25</pre> | \$ 89.25 | \$ 138.00 | <mark>\$ 810.00</mark> |
| | 169.25 | 169.25 | 169.25 | 169.25 | 169.25 | 169.25 | 169.25 | 169.25 | 169.25 | 1523.25 |
| Actual Revenue Hours | 110.89 | 105.01 | 74.41 | 82.95 | 63.96 | 67.97 | 74.61 | 67.48 | 76.3 | 723.58 |
| Other Vehicle Hours | 41.08 | 38.35 | 30.4 | 36.36 | 28.45 | 69.63 | 32.3 | 30.3 | 33.63 | 340.5 |
| TOTAL VEHICLE HOURS | 151.97 | 143.36 | 104.81 | 51 | 92.41 | 137.6 | 106.91 | 97.78 | 109.93 | 995.77 |
| PASSENGERS PER REV. HOUR | 1.76 | 2.76 | 2.59 | 2.21 | 1.99 | 1.94 | 1.65 | 2.05 | 2.63 | 2.19 |
| Scheduled Miles | 4025 | 4025 | 4025 | 4025 | 4025 | 4025 | 4025 | 4025 | 4025 | 36225 |
| Actual Revenue Miles | 2857 | 2626 | 1719 | 1977 | 1587 | 1655 | 1814 | 1652 | 1833 | 17720 |
| Other Vehicle Miles | 998 | 946 | 810 | 938 | 739 | 782 | 870 | 800 | 871 | 7754 |
| TOTAL VEHICLE MILES | 3,855 | 3,572 | 2,529 | 2,915 | 2,326 | 2,437 | 2,684 | 2,452 | 2,704 | 25,474 |
| Miles Per Passenger Boarding | 14.65 | 90.6 | 8.91 | 10.80 | 12.50 | 12.54 | 14.75 | 11.97 | 9.12 | 11.20 |

| Route 3: Highway 29 | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---------------------------------------|-------------|-------------|-------------|------------------------|------------|------------------|-------------|-----------|-------------|-------------|
| Clearlake to Deer Park | | | | | | | | | | |
| Local Base Fare - \$1.25 | 43 | 34 | 32 | 26 | 23 | 21 | 32 | 17 | 29 | 257 |
| Local Senior Fare - \$0.75 | 10 | 28 | 23 | 22 | 22 | 28 | 17 | 6 | 26 | 185 |
| Local ADA Fare - \$0.75 | 5 | 13 | 5 | 2 | 16 | - | 0 | ~ | 2 | 45 |
| Regional Fare - \$2.25 | 68 | 104 | 117 | 110 | 62 | 86 | 79 | 73 | 96 | 812 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 255 | 169 | 177 | 191 | 93 | 126 | 143 | 103 | 139 | 1396 |
| Flex Stop for ADA/Senior Local \$0.75 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 21 |
| Flex Stop for ADA/Sr. Regional \$1.25 | 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) | 58 | 57 | 81 | 101 | 83 | 93 | 83 | 80 | 104 | 740 |
| Free College Fare | 21 | 26 | 35 | 40 | 28 | 16 | 20 | 15 | 40 | 241 |
| Free/Other | 8 | 38 | 29 | 25 | 18 | 28 | 12 | 10 | 17 | 185 |
| Base Fare Ticket Regional | 0 | σ | | 10 | ¢ ¢ | | - | ₽. | α. | 67 |
| Base Fare Ticket Local |) < | о u | | 2 | <u>,</u> 4 | 5 5 | . 0 | - r | α | 60 |
| | | ° c | - 2 | - 90 | | 1 C | - 5 | | 0 0 | 60 |
| | <u></u> | 0 10 | 00 00 | C n | + 0 - 1 | 00, | | | 0.1 | 711 |
| Monthly Pass | 98 | 97 | 96 | 58 | 82 | 109 | 135 | 147 | 148 | 970 |
| Weekly Pass | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| Summer Cruisin' Youth Pass | 33 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Transfer - Lake Transit | 62 | 128 | 160 | 208 | 111 | 133 | 103 | 119 | 104 | 1145 |
| Transfer - MTA | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| Transfer - Napa VINE | 65 | 52 | 7 | 19 | 13 | 1 | 14 | 12 | 17 | 210 |
| TOTAL PASSENGERS | 860 | 892 | 834 | 914 | 655 | 754 | 771 | 680 | 831 | 7,191 |
| Bicycles | 11 | 16 | 22 | 35 | 24 | 47 | 8 | 5 | 6 | 177 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 26 | 51 | 48 | 55 | 32 | 19 | 17 | 18 | 19 | 285 |
| CASH - CALCULATED TOTAL | \$ 1,551.00 | \$ 1,209.25 | \$ 1,290.25 | \$ 1,354.00 | \$ 783.00 | \$ 964.50 | \$ 1,040.50 | \$ 791.75 | \$ 1,072.25 | \$10,056.50 |
| Scheduled Hours | 298.75 | 298.75 | 298.75 | 298.75 | 298.75 | 298.75 | 298.75 | 298.75 | 298.75 | 2688.75 |
| Actual Revenue Hours | 251.33 | 257.43 | 228.75 | 257.87 | 223.29 | 230.11 | 236.27 | 220.59 | 241.54 | 2147.18 |
| Other Vehicle Hours | 33.71 | 30.15 | 22.59 | 26.27 | 22.88 | 104.15 | 25.32 | 25.16 | 36.2 | 326.43 |
| TOTAL VEHICLE HOURS | 285.04 | 287.58 | 251.34 | 284.14 | 246.17 | 334.26 | 261.59 | 245.75 | 277.74 | 2473.61 |
| PASSENGERS PER REV. HOUR | 3.42 | 3.47 | 3.65 | 3.54 | 2.93 | 3.28 | 3.26 | 3.08 | 3.44 | 3.35 |
| Scheduled Miles | 9500 | 9500 | 9500 | 9500 | 9500 | 9500 | 9500 | 9500 | 9500 | 85500 |
| Actual Revenue Miles | 7907 | 7987 | 7253 | 8228 | 7123 | 7369 | 7459 | 6955 | 7788 | 68069 |
| Other Vehicle Miles | 301 | 293 | 182 | 218 | 204 | 199 | 218 | 211 | 308 | 2134 |
| TOTAL VEHICLE MILES | 8,208 | 8,280 | 7,435 | 8,446 | 7,327 | 7,568 | 7,677 | 7,166 | 8,096 | 70,203 |
| Miles Per Passenger Boarding | 9.19 | 8.95 | 8.70 | <u>00[.]6</u> | 10.87 | 9.77 | 9.67 | 10.23 | 9.37 | 9.47 |

| Route 4: Southshore | | | tu cu | Č | Non | | <u>0</u> | Loh Loh | Mor | |
|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------------------|
| Clearlake to Lakeport | , nul | ĥŋ | 060 | Ď | | 2 | 241 | | ואומו | |
| Local Base Fare - \$1.25 | 125 | 115 | 118 | 129 | 130 | 121 | 169 | 104 | 113 | 1124 |
| Local Senior Fare - \$0.75 | 35 | 37 | 33 | 46 | 44 | 39 | 40 | 14 | 13 | 301 |
| Local ADA Fare - \$0.75 | e | 9 | 6 | 5 2 | 2 | 7 | 4 | 5 | 9 | 47 |
| Regional Fare - \$2.25 | 233 | 213 | 195 | 181 | 113 | 103 | 137 | 118 | 138 | 1431 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 31 | 21 | 21 | 15 | 1 | 17 | 13 | 15 | 14 | 158 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| 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) | 32 | 43 | 86 | 151 | 107 | 87 | 150 | 136 | 143 | 935 |
| Free College Fare | 55 | 06 | 140 | 89 | 39 | 45 | 50 | 31 | 53 | 592 |
| Free/Other | 84 | 60 | 50 | 75 | 50 | 89 | 97 | 68 | 80 | 653 |
| Base Fare Ticket Regional | 64 | 47 | 35 | 54 | 28 | 22 | 47 | 41 | 48 | 386 |
| Base Fare Ticket Local | 30 | 33 | 42 | 35 | 31 | 40 | 79 | 35 | 44 | 369 |
| Punch Pass | 194 | 131 | 194 | 171 | 119 | 159 | 200 | 137 | 161 | 1466 |
| Monthly Pass | 245 | 398 | 499 | 570 | 289 | 366 | 355 | 228 | 164 | 3114 |
| Weekly Pass | 10 | 10 | 0 | 13 | 7 | 19 | 2 | 20 | 12 | 88 |
| Summer Cruisin' Youth Pass | 78 | 101 | 2 | 0 | 0 | - | 0 | 0 | 0 | 182 |
| Transfer - Lake Transit | 389 | 388 | 383 | 412 | 287 | 401 | 375 | 329 | 396 | 3360 |
| Transfer - MTA | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 1,608 | 1,702 | 1,807 | 1,946 | 1,253 | 1,516 | 1,718 | 1,281 | 1,385 | 14,216 |
| Bicycles | 45 | 50 | 31 | 42 | 34 | 25 | 30 | 29 | 19 | 305 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 37 | 43 | 29 | 40 | 17 | 11 | 8 | 27 | 23 | 235 |
| CASH - CALCULATED TOTAL | \$ 896.00 | \$ 803.25 | \$ 808.75 | \$ 832.75 | \$ 614.00 | \$ 589.50 | \$ 767.50 | \$ 620.75 | \$ 679.00 | <pre>\$ 6,611.50</pre> |
| Scheduled Hours | 377.25 | 377.25 | 377.25 | 377.25 | 377.25 | 377.25 | 377.25 | 377.25 | 377.25 | 3395.25 |
| Actual Revenue Hours | 313.03 | 314.8 | 280 | 296.53 | 243.47 | 255.5 | 267.85 | 247.26 | 273.36 | 2491.8 |
| Other Vehicle Hours | 61.15 | 59.65 | 59.51 | 67.52 | 51.97 | 49.91 | 56.23 | 56.15 | 55.33 | 517.42 |
| TOTAL VEHICLE HOURS | 374.18 | 374.45 | 339.51 | 364.05 | 295.44 | 305.41 | 324.08 | 303.41 | 328.69 | 3009.22 |
| PASSENGERS PER REV. HOUR | 5.14 | 5.41 | 6.45 | 6.56 | 5.15 | 5.93 | 6.41 | 5.18 | 5.07 | 5.71 |
| Scheduled Miles | 10900 | 10900 | 10900 | 10900 | 10900 | 10900 | 10900 | 10900 | 10900 | 98100 |
| Actual Revenue Miles | 9490 | 9778 | 8530 | 8873 | 7335 | 7487 | 8190 | 7405 | 8226 | 75314 |
| Other Vehicle Miles | 472 | 501 | 438 | 520 | 398 | 432 | 426 | 420 | 424 | 4031 |
| TOTAL VEHICLE MILES | 9,962 | 10,279 | 8,968 | 9,393 | 7,733 | 7,919 | 8,616 | 7,825 | 8,650 | 79,345 |
| Miles Per Passenger Boarding | 5.90 | 5.75 | 4.72 | 4.56 | 5.85 | 4.94 | 4.77 | 5.78 | 5.94 | 5.30 |

| Route 4A: Soda Bay Kit's | | | c | d | | ć | - | Ļ | | - TOT |
|---------------------------------------|----------------|-----------------|-----------|-----------|----------|------------|----------|-----------------|-------------|-------------|
| Corner to Lakeport | hinc | ang | Jdac | | NON | Dec | Jan | LeD | Mar | ICIAL |
| Local Base Fare - \$1.25 | 46 | 29 | 8 | 20 | 5 | 13 | 21 | 28 | 16 | 186 |
| Local Senior Fare - \$0.75 | 10 | 9 | 6 | 6 | ~ | 9 | ~ | 2 | e | 47 |
| Local ADA Fare - \$0.75 | 2 | с С | 0 | 2 | ~ | 0 | ~ | - | 2 | 12 |
| Regional Fare - \$2.25 | 36 | 44 | 34 | 42 | 15 | 33 | 26 | 28 | 28 | 286 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | ~ | ~ | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| Flex Stop for ADA/Senior Local \$0.75 | 0 | 0 | ~ | ~ | ~ | 0 | 0 | 0 | 0 | ę |
| Flex Stop for ADA/Sr. Regional \$1.25 | က | 7 | 2 | n | 2 | 4 | с | 16 | 9 | 46 |
| 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) | 6 | 10 | 7 | 9 | 4 | 13 | 4 | - | 12 | 66 |
| Free College Fare | 12 | 7 | 6 | 9 | ω | 8 | 10 | 12 | 11 | 83 |
| Free/Other | e | 80 | 5 | 14 | 5 | ~ | e | 7 | 4 | 45 |
| Base Fare Ticket Regional | 2 | 4 | ~ | ~ | 9 | 7 | c | 14 | 3 | 41 |
| Base Fare Ticket Local | 6 | ι (C | 7 | C | ~ | . 17 | יינ | ÷. | 16 | 54 |
| Punch Pass | 20 | 9 9 | 36 | 37 | 25 | 40 | 5.9 | 25 | 44 | 391 |
| Monthly Pass | 43 | 3 C | 22 | 5 č | 10 | 27 | 3 6 | 5.5 | 25 | 070 |
| Modely Dass | Ŷ • | 4 0 | - 7 | 5 < | | ~ C | 3 0 | | 2 2 2 | |
| Summer Cruisin' Vouth Dees | - u | יי כ | | | | | | | 4 C | 00 |
| | 2 | n c | | | | | | | | 9 C C |
| | <u>.</u> | 9 <u>.</u> 9 | 24 | 55 0 | 87 | 9 <u>.</u> | 10 Ŭ | 07 [°] | 78 | 234 |
| I ranster - MI A | D | D | 0 | Ð | D | D | D | D | 0 | 0 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 263 | 265 | 164 | 205 | 119 | 175 | 185 | 183 | 200 | 1,759 |
| Bicycles | 0 | 0 | - | 9 | 9 | 4 | 2 | - | 3 | 23 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 9 | 6 | 3 | 10 | 2 | 0 | - | 0 | 2 | 33 |
| CASH - CALCULATED TOTAL | \$ 165.25 | \$ 165.75 | \$ 103.50 | \$ 138.25 | \$ 48.75 | \$ 113.00 | \$ 94.00 | \$ 131.25 | \$ 106.25 | \$ 1,066.00 |
| Scheduled Hours | 148.5 | 148.5 | 148.5 | 148.5 | 148.5 | 148.5 | 148.5 | 148.5 | 148.5 | 1336.5 |
| Actual Revenue Hours | 120.06 | 112.81 | 79.61 | 90.83 | 71.39 | 74.23 | 83.52 | 74.67 | 84.79 | 791.91 |
| Other Vehicle Hours | 14.7 | 14.62 | 13.42 | 15.75 | 11.99 | 14.45 | 12.59 | 14.19 | 11.88 | 123.59 |
| TOTAL VEHICLE HOURS | 134.76 | 127.43 | 93.03 | 106.58 | 83.38 | 88.68 | 96.11 | 88.86 | 96.67 | 915.5 |
| PASSENGERS PER REV. HOUR | 2.19 | 2.35 | 2.06 | 2.26 | 1.67 | 2.36 | 2.22 | 2.45 | 2.36 | 2.22 |
| Scheduled Miles | 3300 | 3300 | 3300 | 3300 | 3300 | 3300 | 3300 | 3300 | 3300 | 29700 |
| Actual Revenue Miles | 3112 | 2909 | 2038 | 2334 | 1820 | 1909 | 2164 | 1905 | 2118 | 20309 |
| Other Vehicle Miles | 242 | 213 | 205 | 230 | 196 | 194 | 218 | 202 | 207 | 1907 |
| TOTAL VEHICLE MILES | 3,354 | 3,122 | 2,243 | 2,564 | 2,016 | 2,103 | 2,382 | 2,107 | 2,325 | 22,216 |
| Miles Per Passenger Boarding | 11.83 | 10.98 | 12.43 | 11.39 | 15.29 | 10.91 | 11.70 | 10.41 | 10.59 | 11.55 |

| Route 7: | | | | | | | | | 1 | |
|---------------------------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Lakeport - Ukiah | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | IOIAL |
| Local Base Fare - \$1.25 | 23 | 11 | 22 | 29 | 14 | 46 | 17 | 20 | 14 | 196 |
| Local Senior Fare - \$0.75 | 2 | 4 | с С | e | 2 | 10 | e | С | 4 | 34 |
| Local ADA Fare - \$0.75 | ~ | 2 | 3 | 0 | ~ | 4 | 5 | 0 | 2 | 18 |
| Regional Fare - \$2.25 | 42 | 36 | 16 | 29 | 20 | 20 | 25 | 24 | 33 | 245 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 191 | 149 | 167 | 114 | 81 | 113 | 96 | 76 | 103 | 1090 |
| Flex Stop for ADA/Senior Local \$0.75 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 22 |
| Flex Stop for ADA/Sr. Regional \$1.25 | 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) | 37 | 54 | 95 | 98 | 67 | 73 | 102 | 97 | 94 | 717 |
| Free College Fare | 73 | 124 | 212 | 246 | 145 | 128 | 112 | 177 | 154 | 1371 |
| Free/Other | 35 | 16 | 10 | 21 | 16 | 28 | 7 | 9 | 9 | 145 |
| Base Fare Ticket Regional | 28 | 27 | 9 | 14 | 0 | 17 | 12 | 9 | 17 | 136 |
| Base Fare Ticket Local | 27 | 25 | 9 | 15 | 33 | 40 | 47 | 39 | 22 | 254 |
| Punch Pass | 29 | 84 | 06 | 66 | 82 | 67 | 69 | 59 | 71 | 200 |
| Monthly Pass | 02 | 99 99 | 22 | 67 | 64 | 76 | 76 | 57 | 50 | 598 |
| Weekly Pass | 41 | 46 46 | 24 | 44 | 47 | 5.5 | 33 | 50 | 36 | 351 |
| Summer Cruisin' Youth Pass | 10 | 21 | 0 | 0 | 0 | 2 | 0 | | 0 | 33 |
| Transfer - Lake Transit | 163 | 175 | 152 | 153 | 100 | 157 | 120 | 131 | 155 | 1306 |
| Transfer - MTA | 0 | 5 | - | 2 | 0 | 0 | - | 0 | 0 | 9 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ~ | ~ |
| TOTAL PASSENGERS | 822 | 852 | 879 | 934 | 681 | 832 | 725 | 736 | 762 | 7,223 |
| Bicycles | 29 | 31 | 31 | 25 | 18 | 19 | 26 | 16 | 26 | 221 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 12 | 0 | 21 | 13 | 9 | 10 | 4 | 10 | - | 86 |
| CASH - CALCULATED TOTAL | \$ 1,117.50 | \$ 905.75 | \$ 998.00 | \$ 771.75 | \$ 536.75 | \$ 751.00 | \$ 665.50 | \$ 567.25 | \$ 705.25 | \$ 7,018.75 |
| Scheduled Hours | 277 | 277 | 277 | 277 | 277 | 277 | 277 | 277 | 277 | 2493 |
| Actual Revenue Hours | 283.21 | 284.78 | 218.21 | 203.54 | 182.21 | 188.19 | 187.7 | 174.4 | 189.4 | 1911.64 |
| Other Vehicle Hours | 11.6 | 24.16 | 20.26 | 14.65 | 8.05 | 17.76 | 16.24 | 0 | 0 | 112.72 |
| TOTAL VEHICLE HOURS | 294.81 | 308.94 | 238.47 | 218.19 | 190.26 | 205.95 | 203.94 | 174.4 | 189.4 | 2024.36 |
| PASSENGERS PER REV. HOUR | 2.90 | 2.99 | 4.03 | 4.59 | 3.74 | 4.42 | 3.86 | 4.22 | 4.02 | 3.78 |
| Scheduled Miles | 9100 | 9100 | 9100 | 9100 | 9100 | 9100 | 9100 | 9100 | 9100 | 81900 |
| Actual Revenue Miles | 9232 | 9162 | 7167 | 6717 | 6005 | 6006 | 6243 | 5708 | 6389 | 62629 |
| Other Vehicle Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VEHICLE MILES | 9,232 | 9,162 | 7,167 | 6,717 | 6,005 | 6,006 | 6,243 | 5,708 | 6,389 | 62,629 |
| Miles Per Passenger Boarding | 11.23 | 10.75 | 8.15 | 7.19 | 8.82 | 7.22 | 8.61 | 7.76 | 8.38 | 8.67 |

| Route 8: Lakeport | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---|-----------|-----------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------|-------------|
| Local Base Fare - \$1.25 | 152 | 150 | 108 | 105 | 108 | 174 | 155 | 136 | 132 | 1220 |
| Local Senior Fare - \$0.75 | 297 | 284 | 265 | 301 | 180 | 197 | 192 | 165 | 213 | 2094 |
| Local ADA Fare - \$0.75 | 81 | 71 | 50 | 54 | 34 | 40 | 62 | 39 | 47 | 478 |
| Regional Fare - \$2.25 | 132 | 112 | 129 | 109 | 66 | 68 | 72 | 66 | 55 | 809 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 0 | 2 | - | 4 | 2 | 2 | - | 2 | 7 | 21 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| DAR GP 1-day Advance Reserv. \$5. | | | | | | | | | | |
| DAR GP Same Day \$10.00 | | | | | | | | | | |
| DAR Senior 1-day Adv. Reserv - \$2.50 | | | | | | | | | | |
| DAR Selliol Salife Day - \$3.00 DAR Disabled 1-day Ady Reserv \$2.50 | | | | | | | | | | |
| DAR Disabled Same Dav - \$3.00 | | | | | | | | | | |
| Tap to Pay (\$1.00) | 85 | 59 | 56 | 81 | 87 | 126 | 177 | 127 | 180 | 978 |
| Free College Fare | 207 | 213 | 270 | 238 | 142 | 153 | 165 | 187 | 116 | 1691 |
| Free/Other | 151 | 113 | 74 | 105 | 80 | 57 | 107 | 55 | 39 | 781 |
| Base Fare Ticket Regional | 9 | 14 | 5 | 24 | 40 | 9 | 16 | 7 | 10 | 128 |
| Base Fare Ticket Local | 181 | 135 | 112 | 101 | 70 | 65 | 73 | 96 | 129 | 962 |
| Punch Pass | 577 | 583 | 596 | 491 | 400 | 395 | 477 | 416 | 554 | 4489 |
| Monthly Pass | 767 | 698 | 569 | 679 | 447 | 536 | 533 | 468 | 516 | 5213 |
| Weekly Pass | 9 | 2 | 2 | 2 | ~ | 9 | 4 | 5 | ~ | 29 |
| Summer Cruisin' Youth Pass | 197 | 176 | 10 | 0 | 0 | 5 | 0 | 0 | 0 | 388 |
| Transfer - Lake Transit | 590 | 562 | 498 | 567 | 364 | 507 | 598 | 509 | 502 | 4697 |
| Transfer - MTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 3,429 | 3,174 | 2,745 | 2,861 | 2,021 | 2,337 | 2,632 | 2,278 | 2,501 | 23,978 |
| Bicycles | 144 | 142 | 108 | 94 | 76 | 78 | 105 | 76 | 84 | 206 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 176 | 186 | 175 | 193 | 75 | 72 | 76 | 64 | 81 | 1098 |
| CASH - CALCULATED TOTAL | \$ 855.50 | \$ 774.75 | \$ 722.50 | \$ 743.75 | § 541.00 | \$ 684.25 | \$ 728.25 | \$ 608.50 | \$ 698.75 | \$ 6,357.25 |
| Scheduled Hours | 345 | 345 | 345 | 345 | 345 | 345 | 345 | 345 | 345 | 3105 |
| Actual Revenue Hours | 502.01 | 490.91 | 360.54 | 407.11 | 361.3 | 368.17 | 380.67 | 346.06 | 382.35 | 3599.12 |
| Other Vehicle Hours | 46.81 | 40.78 | 35.64 | 48.63 | 49.62 | 55.84 | 50.77 | 46.41 | 55.35 | 429.85 |
| TOTAL VEHICLE HOURS | 548.82 | 531.69 | 396.18 | 455.74 | 410.92 | 424.01 | 431.44 | 392.47 | 437.7 | 4028.97 |
| PASSENGERS PER REV. HOUR | 6.83 | 6.47 | 7.61 | 7.03 | 5.59 | 6.35 | 6.91 | 6.58 | 6.54 | 6.66 |
| Scheduled Miles | 5500 | 5500 | 5500 | 5500 | 5500 | 5500 | 5500 | 5500 | 5500 | 49500 |
| Actual Revenue Miles | 8476 | 8281 | 6248 | 6935 | 6177 | 6246 | 6366 | 5794 | 6490 | 61013 |
| Other Vehicle Miles | 918 | 896 | 775 | 947 | 895 | 942 | 947 | 917 | 1021 | 8258 |
| TOTAL VEHICLE MILES | 9,394 | 9,177 | 7,023 | 7,882 | 7,072 | 7,188 | 7,313 | 6,711 | 7,511 | 69,271 |
| Miles Per Passenger Boarding | 2.47 | 2.61 | 2.28 | 2.42 | 3.06 | 2.67 | 2.42 | 2.54 | 2.59 | 2.54 |

| Route 10: Clearlake | - Index | | tuou Vont | to | NoN | | 20 | ц Ч Ц | Mar | TOTAL |
|---------------------------------------|-------------|-------------|--------------|-------------|-------------|-------------|------------|-------------|-------------|--------------------|
| Clearlake Park | hun | ĥny | ochr | 50 | | 292 | חמו | | Mai | |
| Local Base Fare - \$1.25 | 666 | 735 | 791 | 804 | 695 | 562 | 466 | 468 | 730 | 5917 |
| Local Senior Fare - \$0.75 | 441 | 519 | 416 | 437 | 412 | 462 | 578 | 488 | 577 | 4330 |
| Local ADA Fare - \$0.75 | 59 | 33 | 60 | 60 | 92 | 76 | 91 | 73 | 56 | 600 |
| Regional Fare - \$2.25 | 39 | 41 | 56 | 45 | 40 | 33 | 48 | 19 | 25 | 346 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 13 | 11 | 16 | 7 | 9 | 5 | С | 0 | 9 | 67 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| 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) | 88 | 157 | 178 | 178 | 145 | 221 | 228 | 210 | 294 | 1699 |
| Free College Fare | 162 | 322 | 211 | 181 | 109 | 178 | 140 | 175 | 220 | 1698 |
| Free/Other | 235 | 325 | 292 | 267 | 210 | 229 | 270 | 200 | 171 | 2199 |
| Base Fare Ticket Regional | 44 | 61 | 54 | 52 | 76 | 91 | 95 | 42 | 25 | 540 |
| Base Fare Ticket Local | 108 | 89 | 117 | 155 | 97 | 352 | 441 | 370 | 439 | 2168 |
| Punch Pass | 773 | 910 | 910 | 1076 | 762 | 740 | 882 | 827 | 1009 | 7889 |
| Monthly Pass | 641 | 867 | 924 | 1014 | 808 | 893 | 844 | 755 | 800 | 7547 |
| Weekly Pass | 35 | 12 | 18 | 25 | 80 | 80 | ~ | 0 | 4 | 111 |
| Summer Cruisin' Youth Pass | 294 | 751 | 7 | 0 | 0 | 0 | 0 | 0 | 33 | 1085 |
| Transfer - Lake Transit | 812 | 940 | 1106 | 1017 | 802 | 1027 | 1034 | 831 | 867 | 8436 |
| Transfer - MTA | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 4,441 | 5,773 | 5,156 | 5,318 | 4,263 | 4,877 | 5,121 | 4,458 | 5,256 | 44,663 |
| Bicycles | 85 | 64 | 42 | 68 | 69 | 55 | 67 | 37 | 72 | 559 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 173 | 223 | 277 | 292 | 180 | 186 | 246 | 234 | 247 | 2058 |
| CASH - CALCULATED TOTAL | \$ 1,448.25 | \$ 1,637.00 | \$ 1,729.75 | \$ 1,692.00 | \$ 1,511.75 | \$ 1,426.25 | \$1,435.25 | \$ 1,258.50 | \$ 1,767.50 | \$13,906.25 |
| Scheduled Hours | 317 | 317 | 317 | 317 | 317 | 317 | 317 | 317 | 317 | 2853 |
| Actual Revenue Hours | 330.82 | 340.85 | 300.97 | 327.07 | 284.43 | 299.49 | 299.35 | 275.13 | 315.49 | 2773.6 |
| Other Vehicle Hours | 51.59 | 59.37 | 50.23 | 37.72 | 29.87 | 25.87 | 25.87 | 21.49 | 27.85 | 329.86 |
| TOTAL VEHICLE HOURS | 382.41 | 400.22 | 351.2 | 364.79 | 314.3 | 325.36 | 325.22 | 296.62 | 343.34 | 3103.46 |
| PASSENGERS PER REV. HOUR | 13.42 | 16.94 | 17.13 | 16.26 | 14.99 | 16.28 | 17.11 | 16.20 | 16.66 | 16.10 |
| Scheduled Miles | 3850 | 3850 | 3850 | 3850 | 3850 | 3850 | 3850 | 3850 | 3850 | 34650 |
| Actual Revenue Miles | 5180 | 5207 | 4685 | 5062 | 4438 | 4556 | 4579 | 4191 | 4640 | 42538 |
| Other Vehicle Miles | 456 | 512 | 426 | 281 | 219 | 224 | 197 | 173 | 229 | 2717 |
| TOTAL VEHICLE MILES | 5,636 | 5,719 | 5,111 | 5,343 | 4,657 | 4,780 | 4,776 | 4,364 | 4,869 | 45,255 |
| Miles Per Passenger Boarding | 1.17 | 06.0 | 0.91 | 0.95 | 1.04 | 0.93 | 0.89 | 0.94 | 0.88 | 0.95 |

| Route 11: Clearlake | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | TOTAL |
|---------------------------------------|-------------|----------------|-------------|----------------|-------------|-------------|-----------------|-----------------------|-------------|---------------------------|
| The Avenues | |) | | | | | | | | |
| Local Base Fare - \$1.25 | 248 | 642 | 514 | 206 | 506 | 412 | 413 | 361 | 559 | 4745 |
| Local Senior Fare - \$0.75 | 609 | 478 | 337 | 406 | 398 | 510 | 548 | 467 | 427 | 4180 |
| Local ADA Fare - \$0.75 | 52 | 20 | 7 | 28 | 54 | 58 | 60 | 54 | 59 | 392 |
| Regional Fare - \$2.25 | 21 | 22 | 30 | 28 | 36 | 32 | 20 | 26 | 20 | 235 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 0 | 2 | 9 | 0 | 0 | 2 | 2 | - | ĉ | 16 |
| Flex Stop for ADA/Senior Local \$0.75 | 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 |
| 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) | 133 | 144 | 109 | 190 | 204 | 136 | 180 | 172 | 197 | 1465 |
| Free College Fare | 73 | 130 | 128 | 126 | 134 | 126 | 177 | 184 | 227 | 1305 |
| Free/Other | 351 | 137 | 88 | 75 | 112 | 144 | 135 | 110 | 171 | 1323 |
| Base Fare Ticket Regional | 58 | 24 | 23 | 24 | 31 | 45 | 75 | 42 | 27 | 349 |
| Base Fare Ticket Local | 73 | 62 | 71 | - - | 105 | 230 | 261 | 285 | 304 | 1502 |
| Punch Pass | 766 | 638 | 657 | 806 | 577 | 580 | 725 | 795 | 697 | 6241 |
| Monthly Pass | 346 | 432 | 435 | 534 | 467 | 447 | 514 | 576 | 525 | 4276 |
| | 40 | 30 | 00 | 48 | α | 0 | | | 10 | 178 |
| Summer Cruicin' Vouth Dess | 203 | 1.00 | 04 | p ⊂ | | | 1 ⊂ | | | 002 |
| | C 6 7 | 0 - 4 0 - 4 | | | | | | | | 121 |
| Transfer - Lake Hallsl | 404 | 400 400 | 000 | 400 | 900 0 | +0+ | 00 1 | 0 1 1 0 0 | - c | 040 |
| Iranster - MIA | | 0 (| <u>о</u> (| 0 (| о (| 0 0 | 0 0 | 0 0 | 0 (| |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 3,770 | 3,582 | 2,814 | 3,626 | 3,021 | 3,132 | 3,597 | 3,521 | 3,709 | 30,772 |
| Bicycles | 28 | 36 | 12 | 31 | 37 | 43 | 32 | 47 | 50 | 316 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheelchairs | 112 | 132 | 112 | 136 | 111 | 96 | 146 | 142 | 103 | 1090 |
| CASH - CALCULATED TOTAL | \$ 1,361.00 | \$ 1,379.50 | \$ 1,107.00 | \$ 1,566.00 | \$ 1,256.50 | \$ 1,159.00 | \$ 1,207.25 | \$ 1,077.50 | \$ 1,320.25 | <mark>\$ 11,434.00</mark> |
| Scheduled Hours | 327.75 | 327.75 | 327.75 | 327.75 | 327.75 | 327.75 | 327.75 | 327.75 | 327.75 | 2949.75 |
| Actual Revenue Hours | 324.02 | 331.66 | 293.92 | 326.39 | 284.41 | 288.02 | 298.6 | 273.86 | 314.76 | 2735.64 |
| Other Vehicle Hours | 30.79 | 37.3 | 31.01 | 30.03 | 186.87 | 29.4 | 30.09 | 32.62 | 36.26 | 444.37 |
| TOTAL VEHICLE HOURS | 354.81 | 368.96 | 324.93 | 356.42 | 471.28 | 317.42 | 328.69 | 306.48 | 351.02 | 3180.01 |
| PASSENGERS PER REV. HOUR | 11.64 | 10.80 | 9.57 | 11.11 | 10.62 | 10.87 | 12.05 | 12.86 | 11.78 | 11.25 |
| Scheduled Miles | 3696 | 3696 | 3696 | 3696 | 3696 | 3696 | 3696 | 3696 | 3696 | 33264 |
| Actual Revenue Miles | 3979 | 4090 | 3702 | 4097 | 3575 | 3707 | 3789 | 3464 | 3838 | 34241 |
| Other Vehicle Miles | 301 | 292 | 253 | 221 | 229 | 220 | 228 | 225 | 268 | 2237 |
| TOTAL VEHICLE MILES | 4,280 | 4,382 | 3,955 | 4,318 | 3,804 | 3,927 | 4,017 | 3,689 | 4,106 | 36,478 |
| Miles Per Passenger Boarding | 1.06 | 1.14 | 1.32 | 1.13 | 1.18 | 1.18 | 1.05 | 0.98 | 1.03 | 1.11 |

| Route 12: Clearlake | | | | | | | _ | Ľ | | TOT A |
|---------------------------------------|---------|---------|---------|----------|---------|---------|---------|---------|----------|----------|
| Lower Lake | hun | bny | Idae | 000 | NON | Dec | Jan | LeD | INIAL | IUIAL |
| Local Base Fare - \$1.25 | 0 | | 0 | 0 | 0 | | | | | 0 |
| Local Senior Fare - \$0.75 | 0 | U | 0 | 0 | 0 | | | | | 0 |
| Local ADA Fare - \$0.75 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Regional Fare - \$2.25 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Out of Co. (Mendocino/ Napa) - \$5.00 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Flex Stop for ADA/Senior Local \$0.75 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Flex Stop for ADA/Sr. Regional \$1.25 | 0 | U | 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 | U | 0 | 0 | 0 | | | | | 0 |
| Free College Fare | 0 | U | 0 | 0 | 0 | | | | | 0 |
| Free/Other | 0 | U | 0 | 0 | 0 | | | | | 0 |
| Base Fare Ticket Regional | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Base Fare Ticket Local | 0 | U | 0 | 0 | 0 | | | | | 0 |
| Punch Pass | C | | | C | C | | | | | C |
| Monthly Dass | | | | | | | | | | |
| | | | | | | | | | | |
| | 0 | | | | | | | | | <u> </u> |
| Summer Cruisin' Youth Pass | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Transfer - Lake Transit | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Transfer - MTA | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| TOTAL PASSENGERS | 0 | U | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles | 0 |) | 0 | 0 | 0 | | | | | 0 |
| Extended Stops | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Wheelchairs | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| CASH - CALCULATED TOTAL | ۰ ج | ۰ ج | ، ج | י \$ | ۰ ب | י א | ۰ ج | ۰ ج | י \$ | ۰ ج |
| Scheduled Hours | 0 | | 0 | 0 | 0 | | | | | 0 |
| Actual Revenue Hours | 0 | U | 0 | 0 | 0 | | | | | 0 |
| Other Vehicle Hours | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| TOTAL VEHICLE HOURS | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PASSENGERS PER REV. HOUR | i0//IC# | i0//IC# | i0//IC# | i0///IC# | #DIV/0i | i0//IC# | i0//IC# | i0//I0# | i0///I0# | i0//IC# |
| Scheduled Miles | 0 | | 0 | 0 | 0 | | | | | 0 |
| Actual Revenue Miles | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Other Vehicle Miles | 0 |) | 0 0 | 0 | 0 | | | | | 0 |
| TOTAL VEHICLE MILES | 0 |) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miles Per Passenger Boarding | #DIV/0 | i0//IC# | i0//ID# | #DIV/0i | #DIV/0 | HDIV/0 | i0//IC# | i0//IC# | i0//ID# | #DIV/0 |

| Lakeport Dial-A-Ride | Jul | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | 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. Regional \$1.25 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 | 0 0 | 0 0 | 0 |
| DAR GP Same Day \$10.00 DAR Senior 1-day Ady Resery - \$2 50 | 13 0 | 0 0 | 17 | 0 75 | 0 ~ | 0 % | 0 0 | 0 0 | | 09 |
| DAR Senior Same Day - \$3.00 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 |
| DAR Disabled 1-day Adv Reserv \$2.50 | 42 | 52 | 26 | 53 | 33 | 30 | 34 | 26 | 41 | 337 |
| DAR Disabled Same Day - \$3.00 Tan to Day (\$1.00) | | | 0 4 | | | 4 C | | | | 4 এ |
| Free College Fare | 9 (1) | 00 | 2 | 00 | 00 | 0 | 00 | 00 | 00 | 0 <u>4</u> |
| Free/Other | 18 | 48 | 20 | 25 | 26 | 17 | 18 | 24 | 16 | 212 |
| Base Fare Ticket Regional | 28 | 33 | 22 | 38 | 30 | 22 | 44 | 36 | 16 | 269 |
| Base Fare Ticket Local | 0 | 15 | 12 | 9 | 9 | 4 | 4 | 9 | 0 | 53 |
| Punch Pass | 47 | 59 | 34 | 33 | 43 | 40 | 43 | 55 | 34 | 388 |
| Monthly Pass Weekly Pass | | | | | | | | | | |
| Summer Cruisin' Youth Pass | | | | | | | | | | |
| Transfer - Lake Transit | 0 | 0 | 0 | 0 | ~ | 0 | 0 | 0 | 0 | ~ |
| Transfer - MTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer - Napa VINE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PASSENGERS | 150 | 217 | 149 | 170 | 141 | 120 | 143 | 147 | 107 | 1,344 |
| Bicycles | | | | | | | | | | 0 • |
| Exterided Stops Wheelchairs | 103 | 166 | 116 | 129 | 82 | 88 | 4 75 | 116 | 57 | 932 |
| CASH - CALCULATED TOTAL | <pre>\$ 137.50</pre> | <mark>\$ 155.00</mark> | <mark>\$ 112.00</mark> | \$ 170.00 | <mark>\$ 87.50</mark> | <mark>\$ 94.50</mark> | <mark>\$ 85.00</mark> | <mark>\$ 65.00</mark> | <mark>\$ 102.50</mark> | <mark>\$ 1,009.00</mark> |
| Scheduled Hours | 425 | 425 | 425 | 425 | 425 | 408 | 425 | 425 | 425 | 3808 |
| Actual Revenue Hours | 175.69 | 206.07 | 163.23 | 199.96 | 138.53 | 148.45 | 161.82 | 150 | 155.66 | 1499.41 |
| Other Vehicle Hours | 0 | 0 | Э | Э | Э | 0 | 0 | 0 | Э | 0 |
| TOTAL VEHICLE HOURS | 175.69 | 206.07 | 163.23 | 199.96 | 138.53 | 148.45 | 161.82 | 150 | 155.66 | 1499.41 |
| PASSENGERS PER REV. HOUR | 0.85 | 1.05 | 0.91 | 0.85 | 1.02 | 0.81 | 0.88 | 0.98 | 0.69 | 0.90 |
| Scheduled Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Actual Revenue Miles | 1320 | 1427 | 1224 | 1721 | 1050 | 1083 | 1245 | 1208 | 1068 | 11346 |
| Uner venicie ivilies | | | | 0 707 7 | | 0 | | | | 0 0 1 1 2 1 0 |
| | 1,320 | 1,421 | 1,224 | 1,121 | | 1,000 | 0.42,1 | 1,200 | 1,000 | 11,340 |
| Miles Per Passenger Boarding | 8.80 | 9.58 | 8.21 | 10.12 | 1.45 | 9.03 | 8.71 | 8.22 | 9.98 | 8.44 |

| Clearlake Dial-A-Ride | Jul | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | 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. Regional \$1.25 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 |
| DAR GP Same Day \$10.00 DAR Senior 1-dav Adv Reserv - \$2 50 | 35 | 0 | 0 | 4 6 | 0 08 | 0 | 0 6 | 0 0 | 0 0 | 4 241 |
| DAR Senior Same Day - \$3.00 | 30 | 30 | 0 | 50 | 30 | 0 | 10 | 0 | 0 | 0 |
| DAR Disabled 1-day Adv Reserv \$2.50 | 20 | 4 | 15 | 29 | 20 | 27 | 16 | 34 | 65 | 230 |
| DAR Disabled Same Day - \$3.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tap to Pay (\$1.00) | 0 0 | 00 | 0 0 | 00 | 00 | 0 | 00 | 00 | 00 | N 7 |
| Free College Fare Free/Other | | | | 04 | | γC | 50 | | ⊃ ← | |
| Base Fare Ticket Regional | 0 | 0 | 10 | · 0 | 0 | 0 | 10 | 10 | - ო | - ෆ |
| Base Fare Ticket Local | 4 | - | 13 | 8 | 4 | 5 | 0 | 0 | 0 | 35 |
| Punch Pass | 107 | 148 | 97 | 124 | 91 | 74 | 108 | 110 | 66 | 958 |
| Monthly Pass Weekly Pass | | | | | | | | | | |
| Summer Cruisin' Youth Pass | | | | | | - | | | | |
| Transfer - Lake Transit Transfer - MTA | 00 | 00 | 0 0 | - C | 00 | 00 | | 0 0 | 00 | - C |
| Transfer - Napa VINE | 0 | 00 | 00 | 0 | 0 | 0 | 00 | 00 | 00 | 0 |
| TOTAL PASSENGERS | 174 | 211 | 153 | 201 | 145 | 122 | 138 | 165 | 187 | 1,496 |
| Bicycles Evtraded Store | | | | | | | | | | 0 |
| Wheelchairs | 112 | 146 | 102 | 128 | 91 | 100 | 88 | 87 | 101 | 955 |
| CASH - CALCULATED TOTAL | \$ 137.50 | \$ 155.00 | \$ 99.00 | \$ 190.00 | \$ 125.00 | \$ 100.00 | \$ 70.00 | \$ 132.50 | <pre>\$ 210.00</pre> | \$ 1,219.00 |
| Scheduled Hours | 512.5 | 512.5 | 512.5 | 512.5 | 512.5 | 512.5 | 512.5 | 512.5 | 512.5 | 4612.5 |
| Actual Revenue Hours Other Vehicle Hours | 173.5 | 185.43 0 | 121.39 0 | 166.96 0 | 145.97 0 | 170.24 0 | 172.69 0 | 169.65 | 200.48 | 1506.31 |
| | 173.5 | 185.43 | 121.39 | 166.96 | 145.97 | 170.24 | 9777 69 | 169.65 | 200 48 | 1506.31 |
| PASSENGERS PER REV. HOUR | 1.00 | 1.14 | 1.26 | 1.20 | 66.0 | 0.72 | 0.80 | 0.97 | 0.93 | 0.99 |
| Scheduled Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Actual Revenue Miles | 938 | 982 | 876 | 1134 | 1018 | 1081 | 1211 | 1122 | 1278 | 9640 |
| Other Vehicle Miles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VEHICLE MILES | 938 | 982 | 876 | 1,134 | 1,018 | 1,081 | 1,211 | 1,122 | 1,278 | 9,640 |
| Miles Per Passenger Boarding | 5.39 | 4.65 | 5.73 | 5.64 | 7.02 | 8.86 | 8.78 | 6.80 | 6.83 | 6.44 |

| Out-of-County NEMT UK | | | Ċ | | | | - | Ļ | | |
|---|---------|-------------------|----------------|------------------|------------------|-----------------|------------------|--------|-----------------|-------------------|
| Special Services | hinc | ang | Jdac | | NON | Dec | Jan | LeD | Mar | IUIAL |
| Local Base Fare - \$1.25 Local Senior Fare - \$0.75 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/Senior Local \$0.75 Flex Stop for ADA/Senior Local \$1.25 DAR GP 1-day Advance Reserv. \$5. DAR GP 1-day Advance Reserv. \$5. DAR GP 200 DAR Senior 1-day Adv. Reserv. \$2.50 DAR Senior Same Day - \$3.00 DAR Disabled Same Day - \$3.00 Tap to Pay (\$1.00) Free College Fare | | | | | | | | | | |
| Free/Other | 12 | 14 | 80 | ω | ω | 9 | 9 | 12 | 8 | 82 |
| Base Fare Ticket Regional Base Fare Ticket Local Punch Pass Monthly Pass Weekly Pass Summer Cruisin' Youth Pass Summer - Lake Transit Transfer - Lake VINE Transfer - Napa VINE | | | | | | | | | | |
| TOTAL PASSENGERS | 12 | 14 | 8 | 8 | 8 | 6 | 9 | 12 | 8 | 82 |
| Bicycles Extended Stops Wheelchairs | | | | | | | | | | 000 |
| CASH - CALCULATED TOTAL | ۔ \$ | <mark>\$</mark> - | د - | <mark>ء</mark> - | <mark>ء</mark> - | \$ - | <mark>ء</mark> - | ۔ ج | \$ - | <mark>\$</mark> - |
| Scheduled Hours Actual Revenue Hours Other Vehicle Hours | 33.18 | 40.83 | 16.79 | 25.71 | 24.99 | 9.48 | 16.37 | 33.4 | 25.19 | 0 225.94 0 |
| TOTAL VEHICLE HOURS | 33.18 | 40.83 | 16.79 | 25.71 | 24.99 | 9.48 | 16.37 | 33.4 | 25.19 | 225.94 |
| PASSENGERS PER REV. HOUR | 0.36 | 0.34 | 0.48 | 0.31 | 0.32 | 00.0 | 00.0 | 0.00 | 00.0 | 0.36 |
| Scheduled Miles Actual Revenue Miles Other Vehicle Miles | 689 | 973 | 461 | 550 | 629 | 209 | 389 | 774 | 622 | 0 5296 0 |
| TOTAL VEHICLE MILES | 689 | 973 | 461 | 550 | 629 | 209 | 389 | 774 | 622 | 5,296 |
| Miles Per Passenger Boarding | 57.42 | 69.50 | 57.63 | 68.75 | 78.63 | 34.83 | 00.0 | 00.0 | 00.0 | 64.59 |

| Out-of-County NEMT SR | | | | | | | | -4 L | | - TOT |
|--|---------|--------------|---------|-----------------|-----------------|----------------|---------|---------|---------|------------------|
| Special Services | hinc | ang | Jdec | CCI | NON | nec | Jan | rep | Mar | IUIAL |
| Local Base Fare - \$1.25 Local Senior Fare - \$0.75 Local ADA Fare - \$0.75 Regional Fare - \$0.75 Regional Fare - \$2.25 Out of Co. (Mendocino/ Napa) - \$5.00 Flex Stop for ADA/Sr. Regional \$1.25 DAR GP 1-day Advance Reserv. \$5. DAR GP 1-day Advance Reserv. \$5. DAR GP 1-day Advance Reserv. \$5. DAR GP 1-day Adv. Reserv - \$2.50 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 | 22 | 36 | 28 | 22 | 18 | 22 | 34 | 24 | 36 | 242 |
| Base Fare Ticket Regional Base Fare Ticket Local Punch Pass Monthly Pass Weekly Pass Summer Cruisin' Youth Pass Summer Cruisin' Youth Pass Transfer - Lake Transit Transfer - MTA Transfer - Napa VINE | | | | | | | | | | |
| TOTAL PASSENGERS | 22 | 36 | 28 | 22 | 18 | 22 | 34 | 24 | 36 | 242 |
| Bicycles Extended Stops Wheelchairs | | | | | | | | | | 000 |
| CASH - CALCULATED TOTAL | + \$ | ؟ | + \$ | \$ - | \$ - | ؟ - | + \$ | - \$ | + \$ | - \$ |
| Scheduled Hours Actual Revenue Hours Other Vehicle Hours | 64.94 | 120.05 | 74.84 | 65.37 | 55.71 | 63.87 | 107.61 | 75.8 | 107.57 | 0 735.76 0 |
| TOTAL VEHICLE HOURS | 64.94 | 120.05 | 74.84 | 65.37 | 55.71 | 63.87 | 107.61 | 75.8 | 107.57 | 735.76 |
| PASSENGERS PER REV. HOUR | 0.34 | 0.30 | 0.37 | 0.34 | 0.32 | 00.0 | 00.0 | 00.00 | 00.0 | 0.33 |
| Scheduled Miles Actual Revenue Miles Other Vehicle Miles | 2098 | 3652 | 2433 | 2175 | 1749 | 1877 | 2981 | 2347 | 2738 | 0 22050 0 |
| TOTAL VEHICLE MILES | 2,098 | 3,652 | 2,433 | 2,175 | 1,749 | 1,877 | 2,981 | 2,347 | 2,738 | 22,050 |
| Miles Per Passenger Boarding | 95.36 | 101.44 | 86.89 | 98.86 | 97.17 | 85.32 | 87.68 | 97.79 | 00.0 | 91.12 |

Lake Transit Authority FY 2024/25 Financial Summary (Unaudited)

| | | Budget | | | | | | | Actua | _ | | | | | | |
|--|------------------|------------|------------|-------------|-------------------------|--------------------------|----------------|------------------------|---------------------------|------------------|-------------|----------------------|----------------------|------------------------|-------------|------------------------|
| | Adopted | Adjustment | Budget + / | Adjustment | ylul | August | September | October | Novemk | er Dec | ember | January | February | ۷ M | larch Y | ear-to-Date Total |
| REVENUE | | | | | | | | | | | | | | | | |
| Farebox Revenue (Acct 7401) | \$ 137,498.55 | 1 | Ş | 137,498.55 | \$ 10,118.14 | \$ 2,764.4 | 2 \$ 12,659.60 | \$ 21,940.3 | 15 \$ 7,886 | 5.83 \$ <u>5</u> | 3,865.68 \$ | 6,744.09 | \$ 8,720 | 0.22 \$ 9 | 3,020.95 \$ | 89,720.28 |
| Farebox Revenue 5311-f Route 30 Earebox Revenue 5311-f Route 40 | \$ 126,012.60 | | Ş | 126,012.60 | \$ 8,873.56 3 673 37 | \$ 7,544.0 \$ 3.176.1 | 1 \$ 9,814.64 | \$ 7,691.6 \$ 33581 | 51 \$ 6,373 9 \$ 2,310 | 3.35 \$ 1. | 3,573.19 \$ | 9,975.52 3 580 39 | \$ 8,384 \$ 2,655 | 4.24 \$ 8 8.76 \$ 2 | 3,313.35 \$ | 80,543.50 30 951 64 |
| Special Fares (Acct 7402) | \$ 10,973.80 | 1 | Ş | 10,973.80 | 382.29 | \$ 470.7 | 6 \$ 524.01 | \$ 681.0 | 14 2.2 | ÷ | | | × |))) | \$ | 2,058.10 |
| 5310 Fare Revenues | ۰ ۲ | | <u>ۍ</u> | | \$ 340.00 | \$ 500.0 | 0 \$ 300.00 | \$ 300.0 | 10 \$ 26(| \$ 00.1 | 260.00 \$ | 400.00 | \$ 36(| 0.00 \$ | 440.00 \$ | 3,160.00 |
| Route Guarantee - Route 3 | \$ 26,400.00 | | Ś | 26,400.00 | \$ 4,400.00 | ۰ ۲ | ۰ ۲ | \$ 4,400.0 | 10 \$ 2,20C |).00 \$ | 2,200.00 \$ | 2,200.00 | \$ 2,200 | 0.00 \$ 2 | 2,200.00 \$ | 19,800.00 |
| Auxilliary Trans. Revenue (advertising, etc.) | \$ 81,000.00 | | Ś | 81,000.00 | \$ 4,647.49 | \$ 5,551.0 | 0 \$ 4,613.50 | \$ 9,496.0 | 10 \$ 2,245 | | 7,463.50 \$ | 20,713.50 | \$ 4,143 | 3.50 \$ 2 | 2,558.50 \$ | 61,432.76 |
| Reimbursement from APC | ' | | | ı | | | | | | | | | | | ¢ | ı |
| LTF | \$ 977,181.00 | | Ş | 977,181.00 | | | | | | | | | | | Ŷ | I |
| LTF Advance Allocations | ڊ - | | Ş | ı | | | | | | | | | | | Ŷ | I |
| State Cash Grants & Reimbursements | | | | | | | | | | | | | | | Ŷ | I |
| State Transit Assistance (STA) | \$ 868,546.00 | | Ş | 868,546.00 | | | | | | | | | | | Ŷ | I |
| State Transit Assistance (STA) C/O Funds | ¢ ' | | Ş | I | | | | | | | | | | | Ŷ | I |
| LCTOP 2018-19 | \$ 127,647.00 | | Ş | 127,647.00 | | | | | | | | | | | Ŷ | I |
| LCTOP 2019-20 | \$ 102,736.00 | | Ş | 102,736.00 | | | | | | | | | | | Ŷ | I |
| LCTOP 2020-21 | \$ 69,466.00 | | Ş | 69,466.00 | | | | | | | | | | | Ŷ | I |
| LCTOP 2021-22 | \$ 164,139.00 | | Ş | 164,139.00 | | | | | | | | | | | Ŷ | I |
| LCTOP 2022-23 | \$ 173,882.00 | | Ş | 173,882.00 | | | | | | | | | | | Ŷ | I |
| State of Good Repair | | | Ş | I | | | | | | | | | | | Ŷ | I |
| State of Good Repair - FY 2023/24 | \$ 113,247.00 | | Ş | 113,247.00 | | | | | | | | | | | Ŷ | I |
| State of Good Repair - Carryover | \$ 209,407.00 | | Ş | 209,407.00 | | \$ 30,637.0 | 0 | | | | | | | | Ŷ | 30,637.00 |
| TIRCP Grant | \$ 144,367.08 | | Ş | 144,367.08 | | | | | | | | | | | Ŷ | I |
| SB 125 CalSTA/TIRCP/ZETCP | \$ 4,077,103.00 | | \$ 4, | ,077,103.00 | | | | \$ 4,077,103.C | 0 | | | | | | Ŷ | 4,077,103.00 |
| Federal Cash Grants & Reimbursements | | | | | | | | | | | | | | | Ŷ | I |
| FTA Section 5310 - Out-of-County NEMT | \$ 375,000.00 | | Ş | 375,000.00 | | | | | | | | | | | Ŷ | I |
| FTA Sec. 5311 Regional Apportionment | \$ 538,964.00 | ې ا | Ş | 538,964.00 | | | | | | | | | | | Ŷ | I |
| FTA Section 5311(f) Operating Route 30 (3-1) FTA Section 5311(f) Operating Route 40 (4-7) | \$ 507,220.00 | | Ŷ | 507,220.00 | | | | | | | | | | | <u>ሉ ሉ</u> | |
| FTA Section 5311 (f) Operating - Carryover | | | | | | | | | | | | | | | ¢ | ı |
| FTA Section 5311(f) CARES Act Phase 2 | \$ 63,338.00 | | Ŷ | 63,338.00 | | | | | | | | | | | Ŷ | I |
| FTA Section 5311 CRRSAA | \$ 1,074,575.00 | | \$ 1, | ,074,575.00 | | | | | | | | | | | Ŷ | I |
| FTA Section 5311 ARPA | \$ 640,000.00 | | Ş | 640,000.00 | | | | | | | | | | | Ŷ | I |
| FTA Section 5311(f) ARPA | \$ 208,681.00 | | Ş | 208,681.00 | | | | | | | | | | | Ş | · |
| FTA 5339 (2019) | \$ 951,497.00 | | Ŷ | 951,497.00 | | | | | | | | | | | ዯ | I |
| TOTAL | \$ 11,768,881.03 | ۔ ج | \$ 11, | 768,881.03 | \$ 32,384.80 | \$ 50,643.3 | 3 \$ 32,287.12 | \$ 4,124,970.1 | 19 \$ 21,276 | 0.04 \$ 38 | 3,725.14 \$ | 43,613.50 | \$ 26,466 | 6.72 \$ 25 | ;,039.44 \$ | 4,395,406.28 |
| | | | | | | | | | | | | | | | | |

| | | Lake Budg | Transit Aut et | hority FY | 2024/25 F | inancial | Summai | Y (Unal Actual | idited) | | | | |
|---|--|----------------|---------------------------|------------------------------------|----------------|----------------------------|---------------|----------------------------|-----------------------------|--|---------------|----------------------------|---------------------------|
| | Adopted | Adjustme | nt Budget + Adjustme | int July | August | September | October | November | December | January | February | March | Year-to-Date To |
| EXPENSES | | | | | | | | | | | | | |
| OPERATING EXPENSES | | L | _ | | | | | | | | | | |
| Accounting Services | \$ 6,000.01 | - \$ | \$ 6,000. | 00 | | | | | | | | | ۰ ۲ |
| Legal Services | \$ 5,000.0 | ۔ ج | \$ 5,000. \$ | 00 \$ 100.00 |) \$ 75.00 | \$ 750.00 | \$ 6,187.67 | \$ 1,699.25 \$ 2,202.4F | \$ 2,337.01 | , contraction of the second se | ۍ بې بې | \$ 167.00 | \$ 11,315. 6 33.660 |
| Management Contract - MWA Oper. & Maint. Contract | с, 2.166.102.6 | • • | ج 2.166.102 | оо 2 т. 290.23 61 \$ 149.782.51 | \$ 2,024.09 | \$ 146.554.50 | \$ 159.115.24 | \$ 148.747.17 | э 1,0/4./0 \$ 151.483.23 | \$ 151.883.88 | ¢ 147.329.50 | 4.25.00 خ \$ 155.181.96 | ې 22,000. څ 1.372.852. |
| Operations Contract - 5311(f) - Route 30 | \$ 459,268.3 | | \$ 459,268. | 35 \$ 66,571.42 | \$ 70,783.16 | \$ 66,750.25 | \$ 68,285.40 | \$ 63,511.54 | \$ 65,334.25 | \$ 66,656.48 | \$ 63,463.29 | \$ 66,436.78 | \$ 597,792. |
| Operations Contract - 5311(f) - Route 40 | \$ 405,740.6 | - \$ (| \$ 405,740. | 60 \$ 44,978.83 | \$ 47,701.46 | \$ 43,949.93 | \$ 41,766.84 | \$ 38,263.57 | \$ 39,183.91 | \$ 39,227.32 | \$ 37,977.24 | \$ 39,200.57 | \$ 372,249. |
| Operations Contract - COVID | ۔ ج | ۔ ج | ۍ ۲ | ÷ \$ 6,982.05 | ; \$ 7,343.10 | \$ 6,662.42 | \$ 6,852.77 | \$ 6,386.84 | \$ 6,912.32 | \$ 6,810.72 | \$ 6,020.08 | \$ 6,309.36 | \$ |
| Operations Contract - 5310 - 2022 סביים האיני האיני | \$ 375,000.01 | ۰ ، م | \$ 375,000. | .00 \$ 7,677.40 |) \$ 13,499.23 | \$ 8,622.43 \$ 2,090.60 | \$ 8,146.91 | \$ 7,869.48 | \$ 6,990.34 | \$ 11,490.11 | \$ 10,603.91 | \$ 12,108.58 | \$ 87,008. \$ 17.208 |
| Lake Links 3310 Printing | \$ 12 000 0 | י י איי | \$ 12 000 | | 4,033.2U | 00.605.c ¢ | | | | | | | יסטכ,צו ל ל |
| Promotional Materials | \$ 2.400.00 | - <u>-</u> | 5 2.400. | 00 | | | | | | | | | ۰ ۱ |
| Advertising / Website | \$ 5,000.00 | - - - | \$ 5,000. | 00 | | | | | | | | | ۰ ۰ |
| Promotional Campaigns | \$ 2,000.01 | - \$ (| \$ 2,000. | 00 \$ 83.28 | \$\$ 2.04 | | | | | | | | \$ 85. |
| Fuel/DEF | \$ 271,315.0 | - ÷ (| \$ 271,315. | 00 \$ 21,823.22 | ; \$ 21,197.20 | \$ 18,404.14 | \$ 19,676.51 | \$ 16,211.72 | \$ 15,795.70 | \$ 16,805.09 | \$ 15,997.07 | \$ 17,221.27 | \$ 163,131. |
| Fuel/DEF- 5311(f) - Route 30 | \$ 148,148.0 | ۔ خ (| \$ 148,148. | 00 \$ 12,848.50 |) \$ 12,479.40 | \$ 11,161.87 | \$ 11,392.30 | \$ 9,020.54 | \$ 8,933.90 | \$ 9,769.43 | \$ 9,289.58 | \$ 10,097.56 | \$ 94,993. |
| Fuel/DEF- 5311(f) - Route 40 | \$ 107,730.00 | ۔ د | \$ 107,730. | 00 \$ 9,510.44 | \$ 9,324.21 | \$ 8,008.12 | \$ 7,412.19 | \$ 5,886.34 | \$ 5,709.25 | \$ 6,366.09 | \$ 6,005.09 | \$ 8,067.77 | \$ 66,289. |
| Fuel/DEF - 5310 | · ት | ۍ ۲ | \$ \$ | \$ 1,607.21 | \$ 2,594.37 | \$ 1,700.59 | \$ 1,517.77 | \$ 1,259.51 | \$ 1,051.78 | \$ 1,751.98 | \$ 1,685.12 | \$ 1,758.72 | \$ 14,927. |
| Facility Maintenance | \$ 25,000.0 | י לי ע | \$ 25,000. | 00 \$ 1,085.00 |) \$ 725.00 | \$ 1,720.00 | \$ 8,898.00 | \$ 345.00 | \$ 3,760.00 | \$ 560.00 | \$ 3,075.00 | \$ 275.00 | \$ 20,443. |
| Rents & Leases | \$ 8,500.00 | ' <u>አ</u> | \$ 8,500. 5 3 | 00 \$ 410.00 |) \$ 410.00 | \$ 410.00 | \$ 1,708.02 | \$ 421.00 \$ 250.23 | \$ 421.00 \$ 752.34 | \$ 1,724.44 | \$ 421.00 | \$ 421.00 | \$ 6,346. 5 |
| | , 10,000,01 | ' ሉ ኒ | ۰,000 ۲,000 | 18.U2c ל UU | 00.265 ج 1 | ج 380.U9 خ | \$/3.8U | 4 36U.27 | 42.3d2 خ | 5/.8c5 ج | to.2/د خ | ې 42b.18 | ې 4,2U2. د |
| rieet Iviainteriance Onerating Funds Reserve | του του του του του του του του του | · ' ሉ ‹‹ | γ 1 504 697 | 00 40 | | | | | | | | | • · · |
| OPERATING SUB-TOTAL | 5 5 5 7 9 7 1 5 9 | | \$ 5,529,215 | 95 \$ 378 907 9 ^E | \$ 356 578 90 | \$ 319.063.94 | \$ 345,270,51 | \$ 303 374 68 | \$ 310 145 81 | \$ 319.073.73 | \$ 303 778 04 | \$320,126,81 | \$ 2.906.314. |
| CAPITAL EXPENSES | | + | | | | | 10:0:1(0:0 + | | 10.0.1(010 ± | | | + 0-0/00- | |
| Lake Transit Authority (Capital) | | | | | | | | | | | | | |
| Software | \$ 40,000.01 | ۔ د | \$ 40,000. | 00 | \$ 43.45 | | | | | | \$ 4,200.00 | | \$ 4,243. |
| Equipment | \$ 12,000.0 | - \$ (| \$ 12,000. | 00 \$ 165.00 |) \$ 2,685.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ |
| Reserve (Capital Projects) | \$ 54,174.0 | ۔ ج | \$ 54,174. | 00 | | | | | | \$ 9,652.50 | \$ 5,040.00 | | \$ 14,692. \$ |
| Total LTA Capital: Federal Transit Administration (FTΔ) | ю.4./1,001 ¢ | ' م | τησ,1/4. | 8 | | | | | | | | | ' ጉ |
| FTA 5339 Bus Replacement (2019) | \$ 951.497.0 | \$ | \$ 951.497. | 00 | | | | | | | | | - V |
| Total FTA: | \$ 951,497.0 | - - - | \$ 951,497. | 8 | | | | | | | | | ۰ ۱ |
| Transit & Intercity Rail Capital Program (TIRCP) | | | | | | | | | | | | | |
| Cycle 4 - Transit Center & H2 Infrastructure/Buses | \$ 144,367.0 | ۔ ج 2 | \$ 144,367. | 08 | | | | | | \$ 9,456.50 | \$ 1,956.30 | \$ 7,201.10 | \$ 18,613. |
| Total FTA: | \$ 144,367.0 | - \$ 8 | \$ 144,367. | 08 | | | | | | | | | ٠ ج |
| LOW CALDOIL FIAIISH OPEL: FIOGLAIII (LCLOF) | Ο <i>L</i> 1 2 7 6 1 2 | -0 | 5 1.7 EAT | | | | | | | | | | ÷ |
| ICTOP Solar Canopy Project (FY 19/20) | \$ 107.736.00 | - | \$ 102,736 | 00 | | | | | | | | | י ריי ר |
| LCTOP Solar Canopy Project (FY 20/21) | \$ 69.466.01 | <u>،</u> د | 5 69.466. | 00 | | | | | | | | | ۱ |
| LCTOP Solar Canopy Project (FY 21/22) | \$ 164,139.00 | - | \$ 164,139. | 00 | | | | | | | | | ÷ |
| LCTOP Two Zero-emission Vans (FY 22/23) | \$ 173,882.0 | - \$ (| \$ 173,882. | 00 | | | | | | | | | |
| Total LCTOP: | \$ 637,870.0 | - \$ | \$ 637,870. | 00 | | | | | | | | | ۔ ج |
| State of Good Repair Funding | | ۰ د | τοτ 00 - τ | 00 | | | | | | | | | ĩ |
| SGR - 21/22 - Bus replacement SGR - 22/23 - Transit Center | 0./0/, <i>99</i> × × × × × × × × × × × × × × × × × × | · ' ዮጭ | , 00, 700. \$ 109,700. | 00 | | | | | | | | \$ 9,120.36 | ۔ چ 9,120. |
| SGR - 23/24 - Transit Center | \$ 113,247.0 | ۔ ج (| \$ 113,247. | 00 | | | | | | | | | |
| Total SGR: | \$ 322,654.0 | - <u></u> \$ | \$ 322,654. | 0 | | | | | | | | | ۰ ۲ |
| CAPITAL SUB-TOTAL | \$ 2,162,562.0 | , \$ 8 | \$ 2,162,562. | 08 \$ 165.00 |) \$ 2,728.45 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 210.00 | \$ 19,319.00 | \$ 11,406.30 | \$ 16,531.46 | \$ 50,990. |
| GRAND TOTAL | < 7 691 778.0 | 2 5 | 1 s 7.691.778. | 03 S 329.067.95 | 359.307.35 | \$ 319.273.94 | s 345.480.51 | ¢ 303 584.68 | \$310.355.81 | ¢ 338.392.23 | ¢ 315.184.34 | \$ 336.658.27 | ¢ 2.957.305. |
| | | * | | | | | | Antone A | | | | | |



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

| TO: | Lake Transit Authority Board of Directors |
|-------|---|
| FROM: | Samuel Gaytan, Project Manager |
| DATE: | June 1st, 2025 |

RE: Service Report May 2025

Rider ship

May-2024 -22,127

Comparison

May-2025-20,933 / -1,194

Employee Training and Recruitment:

No changes to update on Training and Recruitment.

| Excepti | ons: |
|---------|------|
| | |

| | Clearlake | Lakeport |
|-----|-----------|----------|
| May | 0 | 0 |

| Vehicle Maintenance Status: |
|---|
| Our current vehicle inventory reflects: |
| 7- Medium Cutaway vans |
| 5-Large Cutaway Buses |
| 13- Large Transit coaches |
| The 25 in-service vehicles have allowed us to place 3 vehicles into spare status. |

Rider Incidents and Police Involvement Concerns

No police involvement concerns this month.

Compliments, Complaints and Comments

We continue to focus on the concerns of the riding public that call in to discuss service needs.

| | TOTAL | UNFOUNDED/INVESTIGATED | FOUNDED/RESOLVED |
|------------------------------|-------|------------------------|------------------|
| Compliments | | | |
| Complaints on Drivers | 1 | 1 | |
| Early | | | |
| Late | | | |
| Missed Pickup | | | |
| Vehicle | | | |
| Ride length | | | |
| Miscellaneous | | | |
| Dispatch | | | |

Date: 6-11-25 Item: #11



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

Mobility Report 6/02/25

1). Pay-Your-Pal - Mileage Reimbursement Program

• <u>Update</u>

8 new riders enrolled in the program since last report dated 5/05/2025.

PAY-YOUR-PAL UTILIZATION

| PERIOD | <u>#</u> <u>RIDERS</u> | <u># ONE-WAY</u> <u>TRIPS</u> | <u>TOTAL MILEAGE</u> | <u>TOTAL</u> <u>REIMBURSEMENT</u> |
|--|---------------------------|----------------------------------|--|---|
| October 2024 | 85 | 1,352 | 20,583 (Medical Miles: 11,025 Medical Hardship Miles: 672 Non- Medical Miles: 8,886) | \$8,233.20 (Medical Miles: \$4,410.00 Medical Hardship Miles: \$268.80 Non-Medical Miles: \$3,554.40) |
| November 2024 (Holiday Promotional Period: increased mileage rate from .40 to .50 per mile and increase max. mileage from 300 to 400 per month) | 88 | 1,483 | 23,018 (Medical Miles: 10,925 Medical Hardship Miles: 1,012 Non-Medical Miles:11,081) | \$11,509.00 (Medical Miles: \$5,462.50 Medical Hardship Miles: \$506.00 Non-Medical Miles: \$5,540.50) |
| December 2024 (Holiday Promotional Period) | 98 | 1622 | 25,325 (Medical Miles: 12,151 Medical Hardship Miles: 1,116 Non-Medical Miles: 12,058) | \$12,662.50 (Medical Miles: \$6,075.50 Medical Hardship Miles: \$558.00 Non- Medical Miles: \$6,029.00) |
| January 2025 (Holiday Promotional Period) | 100 | 1745 | 28,478 (Medical Miles: 12,788 Medical Hardship Miles: 2500 Non- Medical Miles: 13,190) | \$14,239 (Medical Miles: \$6,394.00 Medical Hardship Miles: \$1,250.00 Non-Medical Miles: \$6,595.00) |

| February 2025 (Extended the rate increase) | 104 | 1781 | 28,036 (Medical Miles: 14,226 Medical Hardship Miles: 1,376 Non- Medical Miles: 12,434) | \$14,018.00 (Medical Miles: \$7,113.00 Medical Hardship Miles: \$688.00 Non- Medical Miles: |
|--|-----|------|--|--|
| March 2025 | 92 | 1475 | 20,311 (Medical Miles: 9,114 Medical Hardship Miles: 216 Non- Medical Miles: 10,981) | \$6,217.00) \$10,155.50 (Medical Miles: \$4,557.00 Medical Hardship Miles \$108 Non-Medical Miles: \$5,490.50) |
| April 2025 No Data available for May yet. | 94 | 1673 | 24,876 (Medical Miles: 11,899 Medical Hardship Miles: 0 Non-Medical Miles: 12,977) | \$12,438.00 (Medical Miles: \$5,949.50 Medical Hardship Miles: \$- 0- Non-Medical Miles: \$6,488.50) |

2). Ride Links - Volunteer Driver Program

- Currently, we have 8 volunteer drivers on board that can accept ride assignments, but 3 aren't active. 2 new volunteer drivers have completed the training but have other requirements to meet.
- Currently, we have 25 riders enrolled that can now request rides.
- Currently, 1 volunteer driver is willing to take clients to medical appointments outside of the County on occasion. (One of the new drivers can also be available on occasion for an out of county trip.)
- Ride Links Ridership for the last 6 months:
 - December 2024: 8 Rides scheduled (5 completed & 3 cancelled)
 - o January 2025: 5 Rides scheduled (4 completed & 1 cancelled by rider.)
 - February 2025: 5 Rides scheduled, and all were completed.
 - March 2025: 6 Rides scheduled (4 completed & 2 cancelled by riders)
 - April 2025: 8 Rides scheduled (6 completed & 2 cancelled by riders)
 - May 2025: 9 Rides scheduled (3 completed & 6 cancelled by riders)
- Pre-screenings continue to be done by phone with potential riders to see if they qualify to apply for the program <u>once</u> we have more volunteers drivers. Those that live within an area where we have a volunteer driver available to take ride assignments are being enrolled in the program.
- Others that reside in areas where we don't have volunteers serving yet get put on a waiting list. 23 people are currently on the waiting list.