

AMADOR TRANSIT (AT) AGENDA

Thursday, April 2nd, 2026 – 9:00 A.M.

Amador County Transportation Commission Offices – Board Room

117 Valley View Way, Sutter Creek, CA 95685

Please note: During the meeting, public participants who wish to provide comments will be invited to do so by the Chair. If you wish to comment on a specific item, please let the Chairman know you would like to speak on the item. Comments may also be submitted by U.S. Mail at the above address or by e-mail for inclusion in the meeting record. All submittals must be received no later than 8:00 a.m. on the morning of the noticed meeting. To submit comments via e-mail, please forward them through the ACTC website under the Contact tab at www.actc-amador.org.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the Amador County Transportation Commission staff at (209) 267-2282. Requests must be made as early as possible and at least one-full business day before the start of the meeting.

Assisted hearing devices are available for public use during all public meetings. Meeting materials are available for public review on the ACTC website or at the Amador County Transportation Commission, 117 Valley View Way, Sutter Creek, California.

Zoom Conferencing option: <https://us02web.zoom.us/j/82833478711?pwd=dW5zVzB3ZFF2S0h2VzRadjBSNIERdz09>
Meeting ID: 828 3347 8711, Passcode: 967715, Call Option-1 669 900 6833

PLEDGE OF ALLEGIANCE / ROLL CALL

AGENDA: Approval of agenda for this date. Off-agenda items must be approved by the Directors, pursuant to Government Code Section §54954.2.

PUBLIC MATTERS NOT ON THE AGENDA: Discussion items only, no action to be taken. Any person may address the Board at this time upon any subject within the jurisdiction of Amador Transit; however, any matter that requires action may be referred to staff and/or Committee for a report and recommendation for possible action at a subsequent Commission meeting. Please note - there is a five (5) minute limit per topic.

CONSENT AGENDA (Items 1- 7): Note: Items listed on the consent agenda are considered routine and may be enacted by one motion. Any item may be removed for discussion and made a part of the regular agenda at the request of a Board Member(s).

1. Board Minutes, March 2026
2. Ridership Analysis, February 2026
3. Performance Report, February 2026
4. Vehicle Maintenance Report, February 2026
5. FY 25/26 reserve transfer detail report
6. Budget/Statement of Net Position Report, February 2026
7. Compliments, Complaints, Service Requests

REGULAR AGENDA ITEMS:

8. Review and approve the acquisition of mechanic's chest and tools
9. Review and approve FY 25/26 LCTOP project submittal
10. Review and approve revisions to the Reserve Fund Transfer Policy
11. AT Staff verbal reports, if any
12. Approve monthly claims
13. Future Agenda Items
14. Adjournment

AMADOR TRANSIT (AT) MINUTES
March 5, 2026 – 9:00 a.m.
ACTC Board Room-117 Valley View Way Sutter Creek, CA 95685

The Amador Transit Board of Directors met on the above date, and the following proceedings were had, to wit:

Present on Roll Call:

Patrick Crew - Board of Supervisors, Chairman
 Dan Riordan - City of Sutter Creek, Vice Chairman
 John Plasse - Citizen at Large
 Brian Oneto - Board of Supervisors
 Sandy Staples - City of Amador City

Absent:

Wendy Bottomley - City of Plymouth

Also Present:

April Miller, Amador Transit, General Manager
 Levi Regadanz, Amador Transit, Maintenance Manager
 John Gedney, ACTC Executive Director
 Felicia Bridges, ACTC Transportation Planner
 Caitlin Kleven, ACTC Administrative Assistant

AGENDA:

Motion: It was moved by Director Staples, seconded by Director Plasse, and carried to approve the agenda as presented.

Ayes: Oneto, Plasse, Riordan, Staples, Crew
 Noes: None
 Absent: Bottomley

PUBLIC MATTERS NOT ON THE AGENDA: None

CONSENT AGENDA (Items 1-7):

#6. Budget/Statement of Net Position Report, January 2026: Vice Chairman Riordan reported that he had met with Ms. Miller, the previous day and wished to read into the record the items they discussed. He noted on page 1 of the Budget vs. Actuals report line item #42270 – Fleet Reimbursement shows \$0 funds received, while the AT Transfer Report indicated \$100,000 paid to the Fleet Reserves account on January 19, 2026. He asked Ms. Miller to explain the discrepancy. Ms. Miller clarified the \$100,000 shown in the Transfers Report (Consent Item #5) represents repayment of a reserve loan, which was previously approved by the board earlier in the year. She further explained that line item #42270 – 5339 Fleet Reimbursement currently shows \$0 because that account is used for grant reimbursements related to the upcoming purchase of buses only. Vice Chairman Riordan acknowledged that he had misunderstood the repayment from the reserve account and why it was not reflected in the Budget vs. Actuals report.

#3. Performance Report, January 2026: Vice Chairman Riordan acknowledged the fare box ratio increased almost one (1) percentage from the prior year.

Chairman Crew noted that historically when the gasoline prices have reached \$5 per gallon, ridership seems to increase as well, Ms. Miller agreed.

Motion: It was moved by Vice Chairman Riordan, seconded by Director Staples and carried to approve the Consent Agenda as presented.

Ayes: Oneto, Plasse, Riordan, Crew
Noes: None
Absent: Bottomley

REGULAR AGENDA ITEMS:

#8. AT Staff report: None

#9. Review and approve FY 24/25 Amended Budget and Reserve worksheet: Ms. Miller stated the income sheet had been inadvertently omitted from the agenda packet, however, was included in the additional items folder provided to each board member. She reported that since the last meeting, she, Ms. Cathy Castillo-AT Certified Public Accountant (CPA), and the Finance Committee (Riordan/Plasse) met to review the draft amendments to the budget. During that meeting, Director Bottomley's request made at the last board meeting that in future budgets for any substantial changes be included, was further discussed in detail. Ms. Miller highlighted that a summary and detailed report of the Capital Reserve account transactions was included in the agenda item, identifying the funds deposited into and expended from those accounts.

Director Plasse explained that this FY 2024/2025 budget, once reconciled and approved, will then be submitted to the auditor and Ms. Miller confirmed this. Director Plasse noted that the initial amended budget included in the packet, which did not include the income page, shows an overspend of approximately \$122,000 in expenses. He continued; after reviewing the income page, it shows under revenue of approximately \$180,505, bringing a combined "deficit spending" total to approximately \$300,000. He stated while that information provides improved transparency, the figures do not reconcile with the subtotal revenue shown on the bottom of the income page. He explained that the amended budget shows subtotal revenue of \$1,711,428 compared to the FY 2024/2025 adopted budget of \$1,891,933, reflecting a difference of approximately \$434,000, which does not align with the previously noted \$300,000. Ms. Miller agreed with the Director's assessment. Director Plasse asked where the remaining approximately \$134,000 may be reflected. He acknowledged that the issue relates to the prior fiscal year but emphasized the importance of resolving the discrepancy moving forward. He also noted that he and Vice Chairman Riordan, acting as the Finance Committee, have worked to develop a detailed reserve report that will provide the board with improved transparency regarding monthly transactions affecting the reserve account.

Director Plasse asked the board to inquire regarding recognizing only the \$300,000 that was transferred from the fleet reserve account without board approval in FY 24/25 as the deficit and providing this information to the auditor with the request their team analyze the remaining \$134,000 deficit that is unaccounted for. He acknowledged Ms. Miller's attempt to locate the \$134,000 but has been unsuccessful to date. Chairman Crew asked whether the discrepancy could potentially be a carryover from FY 2023/2024. Director Plasse noted that as a possibility but highlighted the Fleet Transfers Account report was missing information related to accounts receivable and accounts payable. He further

expressed concern that Ms. Miller had been unable to obtain assistance from Ms. Castillo in compiling that information.

Director Plasse explained that while the starting balance at the beginning of the fiscal year is known, the amounts to be expended and the revenues expected to be received during the year are not always fully reflected. He provided the example that the fourth quarter State Transit Assistance (STA) funds should be shown as a receivable, so the board understands what incoming funds are still expected. Similarly, the board should be aware of payables that will be due in the near term. He noted that this represents the accrual component that the board is requesting in conjunction with the cash basis accounting presentation, particularly within the reserve account balance sheet. This would allow reserve outflows prior to reimbursement and inflows such as deferred revenue that has not yet been received to be clearly identified.

Vice Chairman Riordan commented that the issues described by Director Plasse were previously been discussed during a recent meeting between the Finance Committee, Ms. Miller, and Ms. Castillo. He stated that it was disappointing that Ms. Castillo was unable to support the effort in time for this meeting and noted that further discussion may need to occur offline regarding next steps related to that. He expressed hope that once the recommended changes are implemented, the financial reporting will become clearer.

Chairman Crew noted that the initial financial statements presented are typically two (2) pages in length and include estimated funding figures. He explained that the fourth quarter reports provide more concrete information once all revenues and expenses have been received and recorded. Those figures then serve as a more accurate starting point for the following fiscal year, generally within approximately 5% of the final amounts. He noted that the expectation is not absolute precision, but reasonable accuracy. Director Plasse agreed and provided the example of purchasing three (3) new buses. He explained that once the commitment to purchase the buses is made, the cost—approximately \$700,000—becomes a payable, while the anticipated grant reimbursement becomes a receivable. He asked whether Ms. Miller would know the grant award amount and the required local match at that time, and Ms. Miller confirmed that she would. Director Plasse reiterated that this is why receivables and payables should be reflected in the reports, particularly within the reserve account balance sheet format.

Chairman Crew stated that he did not want to revisit or revise FY 2023/2024. Instead, he recommended recognizing the approximately \$300,000 that had been transferred and requesting that the auditors determine the source of the remaining approximately \$134,000. He asked the board if that approach was agreeable, and the board expressed consensus.

Chairman Crew asked Director Plasse whether the account structure was now established. Director Plasse responded that the format had been set up with the Capital Reserve account. He explained that although the discussion was occurring mid-year, the ending balance for FY 2024/2025 will serve as the starting balance for FY 2025/2026. He emphasized that receivables and payables, as well as contributions in and out of the reserve accounts, must be reflected in the reports to present an accurate financial picture.

Director Plasse further noted that reserve balances, which are often associated with grant-funded expenditures, are finite and do not necessarily need to continue growing indefinitely. Using fleet reserves as an example, he stated that once reserves reach an adequate level—such as approximately \$750,000—

it would be uncommon to experience a significant drawdown, such as purchasing three (3) buses in a single year, without receiving reimbursement within a reasonable timeframe. He explained that once reserve accounts reach appropriate funding levels, they could be designated as restricted funds. At that point, an operating reserve account could be established to manage cash flow needs during the year, particularly when operating expenses temporarily exceed incoming revenues, such as with front-loaded costs like insurance. Director Oneto commented that this approach would provide greater clarity. Director Plasse asked whether the method made sense to the board, and the board indicated agreement. He added that once reserve accounts are sufficiently funded and restricted, they would no longer be used to balance the operating budget as had been done in the past.

Vice Chairman Riordan stated that he agreed with Director Plasse but expressed concern that the board must also be able to clearly evaluate the agency's financial viability from year to year. He emphasized that it is important for the board to understand whether the agency can sustainably operate based on its revenues and expenses. He noted that improving the accounting and bookkeeping practices is critical so the board can better assess the financial health of the agency. As it currently appears, expenses may be exceeding revenues year after year, which would not be sustainable, and he cautioned that this broader issue should not be overlooked amid the detailed discussions surrounding the financial reports. Director Oneto commented that the situation was similar to "check hiding," describing a scenario where bookkeeping is continually behind. Director Plasse agreed and noted that it is difficult for the board to make responsible financial and managerial decisions without confidence in the accuracy of the accounting records.

Chairman Crew commented that reports such as the one included in the packet would be helpful if the board ever needed to make a timely decision regarding a major purchase, such as new buses. Having the appropriate financial information readily available would allow the board to make informed decisions more quickly. He noted that in his previous business, his secretary would regularly provide a brief summary including inventory levels, bank account balances, and sales figures, which provided an effective snapshot of the business at a given time. While acknowledging that the industries are different, he emphasized the value of having a clear and concise overview of the organization's financial position. He added that once the board becomes familiar with the new accounts and reporting structure, forecasting will become easier.

Ms. Miller agreed that this approach makes sense and noted that establishing an operating reserve would eliminate the need to transfer funds from reserve accounts to cover operating expenses. Director Plasse commented that a policy had been established years earlier to fund reserve accounts based on the fleet depreciation schedule. Ms. Miller confirmed this. Director Plasse explained that as the fleet depreciates, funds are allocated to the reserves to prepare for the eventual replacement of vehicles.

Mr. Gedney stated that the auditor is currently on hold awaiting the amended budget in order to proceed with the completing the audit. He noted that the simplest way to move forward would be to address the situation similarly to how it had been handled previously, when a policy allowed the GM to transfer funds from reserve accounts that had been funded based on the fleet depreciation schedule. Mr. Gedney explained that the clearest path forward would be to formally document this policy. Doing so would provide clarity and direction within the agency and assist the auditor in reviewing the transactions. With an established policy in place, the auditor would be have the authority to evaluate the transfers and reconcile the reserve account balances accordingly.

Director Plasse noted that a potential next step would be to draft a formal policy addressing the matter. Mr. Gedney explained that the prior policy originated when the operating cash reserves account were intentionally depleted in order to avoid the “check hiding” scenario referenced earlier by Director Oneto and to ensure clearer accounting of where funds were being expended. He stated that the GM at that time was concerned about maintaining the ability to move funds between accounts as needed for cash flow purposes, which led to the creation of the policy. Director Plasse asked for clarification as to whether the policy had been established previously but had not been formally documented. Ms. Miller stated that she would draft the policy. Chairman Crew commented that the policy had effectively been a verbal policy. Mr. Gedney confirmed this and added that while the previous GM was aware of the policy, it had not been followed.

Mr. Gedney reported that both he and Ms. Miller had productive meetings with the auditor. Ms. Miller confirmed this and noted that the auditor has been conducting testing on items such as invoices and payroll. Mr. Gedney stated that once the auditor receives the amended budget, significant progress can be made toward completing the audit. Mr. Gedney also noted that in 2019 the budget included a line item titled “42700 – STA for Operating Shortfall,” which at the time had a balance of approximately \$138,000. He stated that this demonstrates there is precedent for addressing the issue and that including a similar account on the income side of the budget could help improve clarity moving forward.

Director Plasse suggested that Ms. Miller recreate the account “42700 – STA for Operating Shortfall” and allocate the \$134,000 discrepancy to that account, representing the difference between the approximately \$300,000 transferred from reserves and the variance between total revenues and total expenditures. Ms. Miller asked if the board wanted her to add that line item to the current budget, and Director Plasse agreed. He noted that once the amended budget is reconciled, the auditor can review the records to determine the precise source of the funds. Chairman Crew commented that doing so would provide a figure the board could rely on moving forward. Director Plasse clarified that this adjustment would apply to the FY 2024/2025 budget. Chairman Crew noted that the board needed a reasonable number that all members could be confident upon in order to proceed.

Director Plasse further explained that two (2) issues were being addressed simultaneously: finalizing the amended FY 2024/2025 budget and improving clarity in financial reporting going forward. He stated that creating account “42700 – STA for Operating Shortfall” would assist with reconciling the current budget, while clearer financial reporting—particularly regarding reserve balances—would be important in the future. Ms. Miller agreed with this approach. Director Plasse added that clearer reporting would also allow the board to identify trends in overspending and provide the Personnel Committee with more reliable information when negotiating contracts and Cost-of-Living Adjustments (COLA). He noted that in a recent instance, salary and wage increases were believed to have been incorporated into the budget but were not, resulting in overspending. He emphasized that accurate financial information is essential for effective management and decision-making.

Chairman Crew asked whether direction would be given to staff, and the board indicated agreement. He then asked whether the board would prefer to approve the amended budget at the next meeting, noting that several related topics had been discussed and he would like additional clarity before final approval.

Director Plasse commented that the board could proceed with approving the amended budget. Ms. Miller stated that she would add line item #“42700 – STA for Operating Shortfall” to the budget as discussed. Director Plasse noted that with the addition of that account, the budget could then be approved by the

board and then provided to Mr. Gedney in his role as the fiduciary oversight entity for AT, after which it could be submitted to the auditor. Director Plasse made a motion to approve presenting the amended budget to the auditor as a reconciled budget, with the addition of account #“42700 – STA for Operating Shortfall” in the amount of approximately \$134,000. Mr. Gedney commented that the reconciled amount should reflect \$434,000. Director Plasse responded that the \$134,000 represented only the portion that remained unaccounted for, as the remaining \$300,000 had already been identified in the transfers report as coming from reserves.

Mr. Gedney explained that the reconciled budget reflects the total reconciliation between revenues and expenditures, which equals approximately \$434,000. He noted that during the audit process, the auditor will itemize the sources of that difference, showing the \$300,000 as transfers from reserve accounts and identifying the origin of the remaining \$134,000. Vice Chairman Riordan stated that the reconciliation effectively reflects the combined \$300,000 and \$134,000. Director Plasse added that the amount represents the total discrepancy between year-end adjustments for revenue and expenditure adjustments.

Ms. Miller asked if she could send the amended budget to the Finance Committee for review after the adjustments are made, and Director Plasse agreed. Mr. Gedney then stated that the reconciled budget should be sent to him and then forwarded to the auditor. He emphasized the importance of clarifying the process going forward, explaining that the board will approve the reconciled amended budget then submit it to ACTC, before it is provided to the auditor. He noted that in the past the budget had been sent directly from the AT CPA to the auditor, and he wanted to ensure that the revised procedure is clear to all parties.

Motion: It was moved by Director Plasse, seconded by Director Staples, and carried to approve the board presenting the amended budget as a reconciled budget to the auditor with the addition of account #“42700 – STA for Operating Shortfall” in the amount approximately \$434,000.

Ayes: Oneto, Plasse, Riordan, Staples, Crew
Noes: None
Absent: Bottomley

#10. Review and approve additional bus purchase (5311 funds) and Reso 26-01: Ms. Miller reviewed her staff report. She noted that AT’S current fleet has four (4) buses in need of replacement, noting approval had previously been granted to purchase only three (3) buses. Ms. Miller explained that the available funding could be used to purchase an additional gas-powered bus of the same type currently on order. The grant funding would cover the majority of the cost, with AT responsible only for the required local match of approximately 11.47%. She added that if the purchase were approved, it would likely eliminate the need for additional fleet purchases for several years.

Director Plasse asked whether the proposed purchase represented a defined operational need. He referenced the wording in paragraph four (4) of the resolution, which states that “AT desires to apply for said financial assistance to permit operation of service/purchase of capital equipment,” and noted that the language suggests the funds could be used for either purpose. Ms. Miller responded that under this funding opportunity the funds are restricted to capital purchases only. Director Plasse highlighted the draft resolution language appears to be boilerplate and therefore not fully accurate for this circumstance. Ms. Miller stated that she would revise the wording in the resolution to reflect that the funding may only be used for capital purchases. Director Plasse emphasized the importance of clearly designating that restriction in the resolution language.

Vice Chairman Riordan referenced discussion at a previous board meeting regarding the California Air Resource Board's Zero-Emission Vehicle (ZEV) Purchase Exemption and how that issue might affect the agency's current work with the consulting team. He asked Ms. Miller to explain how the proposed bus purchase might impact that matter. Ms. Miller responded that obtaining this additional vehicle through the available funding would likely eliminate the need to pursue the exemption, as the agency would not need to purchase additional buses within the next two (2) years. Vice Chairman Riordan confirmed that this purchase would effectively remove the exemption issue from consideration, and Ms. Miller confirmed.

Director Oneto asked whether the proposed purchase would replace the 30-passenger bus that had previously been used for the Sacramento route. Ms. Miller stated that the bus that would be replaced is # 504, a 30-foot diesel bus. Mr. Regadanz clarified that the bus is approximately 33 feet in length with a capacity of 28 passengers. He explained that the replacement vehicle would be smaller, with a capacity of approximately 17 passengers. Director Oneto questioned whether a bus of that size was necessary, noting that he frequently observes buses traveling with only a few passengers. Ms. Miller responded that the last two (2) bus purchases had been for this size vehicle. She also noted that the smaller eight (8) passenger transit vans previously approved for purchase have been difficult to deploy due to the number of passengers typically being transported. For example, when picking up larger groups, a driver could be required to change vehicles multiple times during a shift. Director Oneto asked for examples of these larger groups. Ms. Miller stated that the Lone route regularly operates at standing-room capacity during both runs. She explained that the eight (8) passenger vans would not be able to accommodate the nine (9) to ten (10) passengers typically boarding on that route. She also noted that when a passenger uses a wheelchair, two (2) seats are utilized to accommodate the wheelchair space.

Director Plasse commented that with the purchase of the additional bus, the fleet would include four (4) vehicles of that size. He noted that Ms. Miller had identified only one (1) route that consistently requires that capacity and asked whether that meant the other buses were often operating with fewer passengers and whether the smaller shuttle vehicles were being fully utilized. Ms. Miller responded that the situation varies. She explained that the smaller vehicles are sometimes not used due to passenger demand and the need to accommodate wheelchair users, which reduces available seating. She noted that groups from Community Compass and The ARC of Amador and Calaveras are transported throughout the day using the shuttles. However, utilizing both the transit vans and shuttles on the same routes could require drivers to conduct pre-trip and post-trip inspections on two (2) to three (3) vehicles during a shift, which she stated would not be cost effective.

Director Plasse referred to the previously discussed performance measures, noting that the data suggests approximately 16/100th passengers per mile are being transported. Based on those figures, he questioned whether three (3) larger-capacity buses are necessary, particularly since the Sacramento route is no longer in operation. He acknowledged Ms. Miller's point that switching vehicles throughout the day would be impractical though. Ms. Miller reiterated that the proposed purchase would replace an existing larger bus. Director Plasse acknowledged that the replacement would represent a reduction in capacity compared to the current vehicle.

Vice Chairman Riordan asked whether the approximately \$21,000 cost in local match funds would come from the fleet reserves account or could be covered by toll credits, as discussed at the previous board meeting. Ms. Miller responded that the amount could potentially be covered by toll credits, noting that this approach was used in the recent purchase of the last three (3) buses. Vice Chairman Riordan asked

if the expectation would be the same for this purchase. Ms. Miller replied that while she could not be certain, she was hopeful based on the prior bus purchases, where the use of toll credits reduced the local cost by more than \$65,000.

Director Plasse asked how the availability of toll credits could be confirmed. Ms. Miller explained that the availability of toll credits cannot be guaranteed rather, an application must be submitted, and the amount awarded is not known until it is approved. She added that the application process requires documentation showing that the required 11.47% local match is already available in the reserve account. Chairman Crew asked whether the toll credit application could be denied, and Ms. Miller confirmed that it could. Director Plasse clarified that the bus purchase itself could not be declined once the process is initiated. Noting that the purchase would move forward with the expectation that toll credits may cover the local match, while reserve funds would be available if the toll credits are not awarded. Director Staples commented that this practice is common with grant-funded purchases, and Ms. Miller confirmed that it is a typical approach. Director Staples added that acquiring a fourth bus would help ensure the fleet remains adequately equipped for several years. She noted that the potential local investment of approximately \$21,000 could be beneficial in that regard and would also help avoid the need to pursue exemptions related to future bus purchases.

Director Plasse asked whether the exemption Ms. Miller had discussed applying for would apply to the agency as a whole or only for a single year. Director Staples stated that, to her understanding, the exemption would apply only to a specific purchase. Ms. Miller confirmed that the exemption is granted on a per-purchase basis and that the duration of the exemption depends on the reason cited in the application. Ms. Miller explained that she had reviewed a webinar outlining the exemption process, which appeared to be straightforward and included templates for common justifications, such as financial hardship or lack of infrastructure. She noted that the length of the exemption period would depend on the justification provided, and that the application must be submitted before the agency becomes non-compliant, as it cannot be filed afterward.

Director Plasse asked for clarification that the exemption would apply only to a single purchase rather than to the agency on an ongoing basis. Ms. Miller confirmed that the exemption would apply only to that specific purchase or year. Vice Chairman Riordan then asked whether proceeding with the proposed bus purchase would eliminate the need to file for an exemption, and Ms. Miller confirmed that it would. The Vice Chairman agreed that this would be a positive outcome.

Motion: It was moved by Vice Chairman Riordan, seconded by Director Staples, and carried to approve AT's request to secure additional 5311 grant funding for the purchase of one (1) replacement bus with the wording correction to the resolution.

Ayes: Oneto, Plasse, Riordan, Staples, Crew
Noes: None
Absent: Bottomley

#11. Review and approve the proposed staff reorganization: Ms. Miller reviewed her staff report.

Director Plasse asked whether reclassifying the Mobility Manager position would affect funding from the 5310 Expanded Mobility grant, which is the primary funding source for that position. He also noted that approximately \$111,000 had been budgeted for 5310 Expanded Mobility (line item #42400) in the FY 2024/25 amended budget, but only about \$53,000 had been received. Ms. Miller explained that the

discrepancy was due to initial confusion regarding how the funding would be distributed, and funding is on a two-year grant cycle. She clarified that the total amount received for the two-year period exceeded \$300,000. The funding appears in FY 2024/25 because it was not received in the correct fiscal year. Director Plasse asked if the Expanded Mobility Grant would fully fund the new position, and Ms. Miller confirmed that it would. He then asked whether other positions that perform mobility-related duties would also be covered by the grant. Ms. Miller confirmed that they would and explained that the grant typically covers all of AT's advertising costs, as well as the Mobility Manager position and portions of the hours for the Transit Clerk, Operations Supervisor, and GM.

Director Staples asked for clarification regarding the new position and whether it would be a reclassification of an existing position. Ms. Miller explained that both positions would be reclassifications. She noted that the previous role would be split into two (2) positions, with no additional staff added, and that the reclassification would result in a small reduction in pay.

Vice Chairman Riordan expressed concern that some key responsibilities of the GM position might be delegated to another staff member and asked Ms. Miller to clarify. Ms. Miller explained that while the proposed Administrative Assistant would handle many of the financial data entry duties, she would continue to review the information and compile the monthly reports presented to the board. She noted that the position would primarily assist by entering data so she could review and present. Vice Chairman Riordan emphasized that this clarification was important given Ms. Miller's relatively recent transition to the GM role and the agency's past financial issues. He stated it was essential that she remain closely involved in the financial oversight. Ms. Miller agreed, and Vice Chairman Riordan stated that with that understanding, he would support the proposal.

Director Plasse asked, given the Finance Committee's efforts to strengthen Ms. Miller's financial competency, who would be responsible for hiring and training the new employee if the position were created. Ms. Miller responded that she is currently the only staff member at AT with financial and accounting knowledge and would therefore be responsible for both hiring and training the new employee. Director Staples commented that it seemed appropriate for Ms. Miller to handle the training aspect of the position, particularly in bringing a new employee up to speed on AT's processes. She noted that based on the qualifications listed for the position, a new employee would already be expected to have experience in word processing and data entry. The job-specific nuances unique to AT would require training, while the data entry and bookkeeping aspects would be straightforward. She added that the reports would then be reviewed by others for interpretation and to ensure funds are accounted for properly, which she noted is generally considered a best practice. Ms. Miller agreed.

Vice Chairman Riordan asked about the education requirement listed under the "Knowledge, Skills and Abilities" section of the Position Description. He noted that the position previously appeared to require a bachelor's degree or higher and asked why the requirement had been reduced to allow any degree. Ms. Miller clarified that the bachelor's degree requirement previously applied to the GM position. In developing the new position, she intentionally broadened the qualifications to allow consideration of applicants with relevant experience but without a degree, such as an individual with extensive bookkeeping experience. Vice Chairman Riordan then asked whether she felt the remaining qualifications listed in the job description would adequately attract the right candidate, and Ms. Miller confirmed that she did.

SERVICE SUMMARY

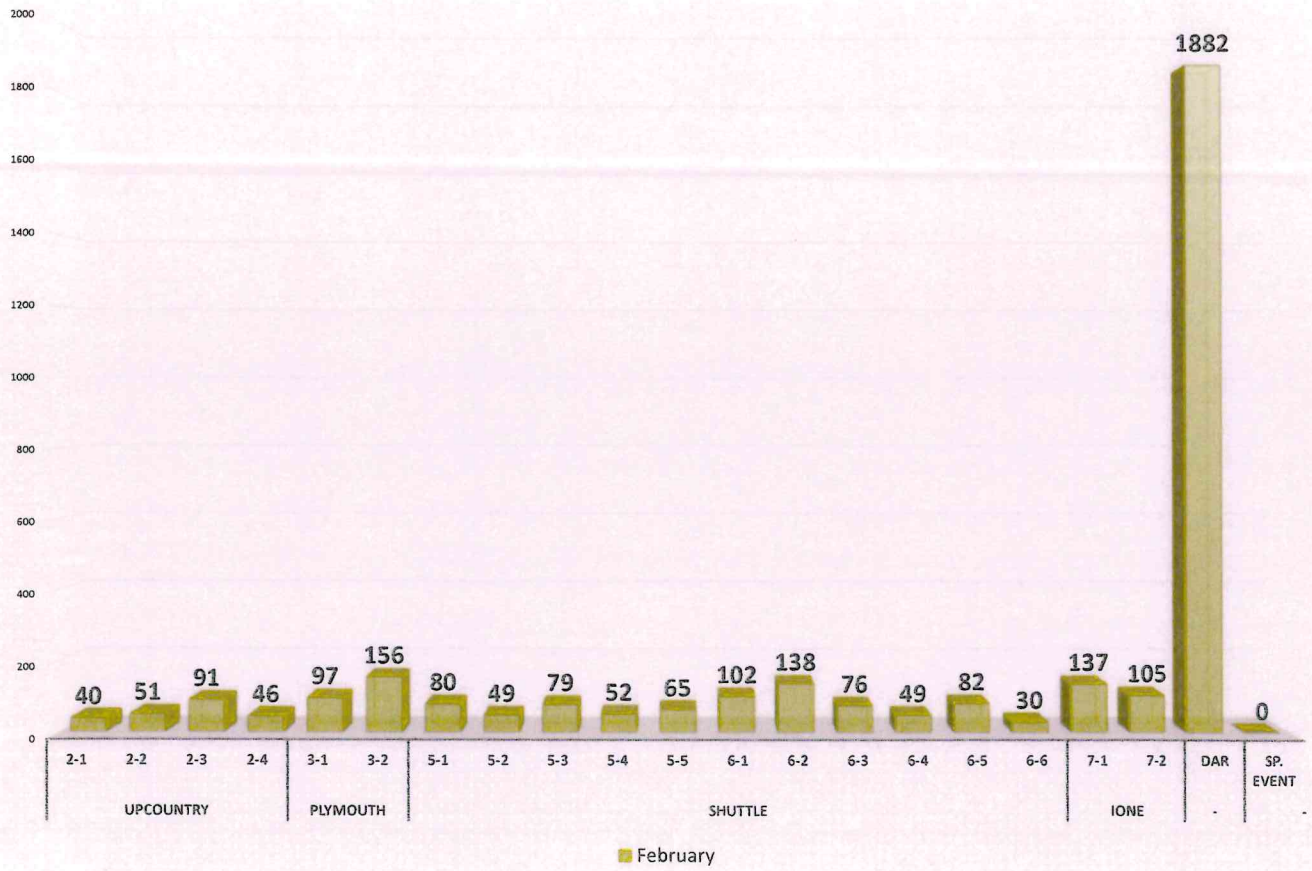
February

FY 25/26	Service Days
----------	--------------

19

Upcountry	227
Plymouth	253
A - Shuttles 5-1 - 5-5	326
B - Shuttles 6-1 - 6-6	478
lone	242
Dial-A-Ride	1,882
N.E.M.T	-
Special Events	-
TOTAL TRIPS	3,408
AV. DAILY	179
ADULT	678
SENIOR	175
PERSONS W/DISABILITIES	2,380
YOUTH	93
Non-Revenue-PCA	81
Non-Revenue - Child	17
Non-Revenue - Family Pass	81
Wheelchair	259
Bicycles	6
FARES PAID BY MONTH/DAY PASS	
Monthly Pass	531
\$7 Day Passes Sold	2
Cash Fares	\$2,042.05
FARES PAID BY PRE-PAID TICKETS	
Pre-Paid Tix \$1.00	1,157
Pre-Paid Tix \$2.00	276
Pre-Paid Tix \$3.00	10
Pre-Paid Tix \$4.00	3
Mileage	
Revenue miles	22,600
Non-Revenue miles	1,368

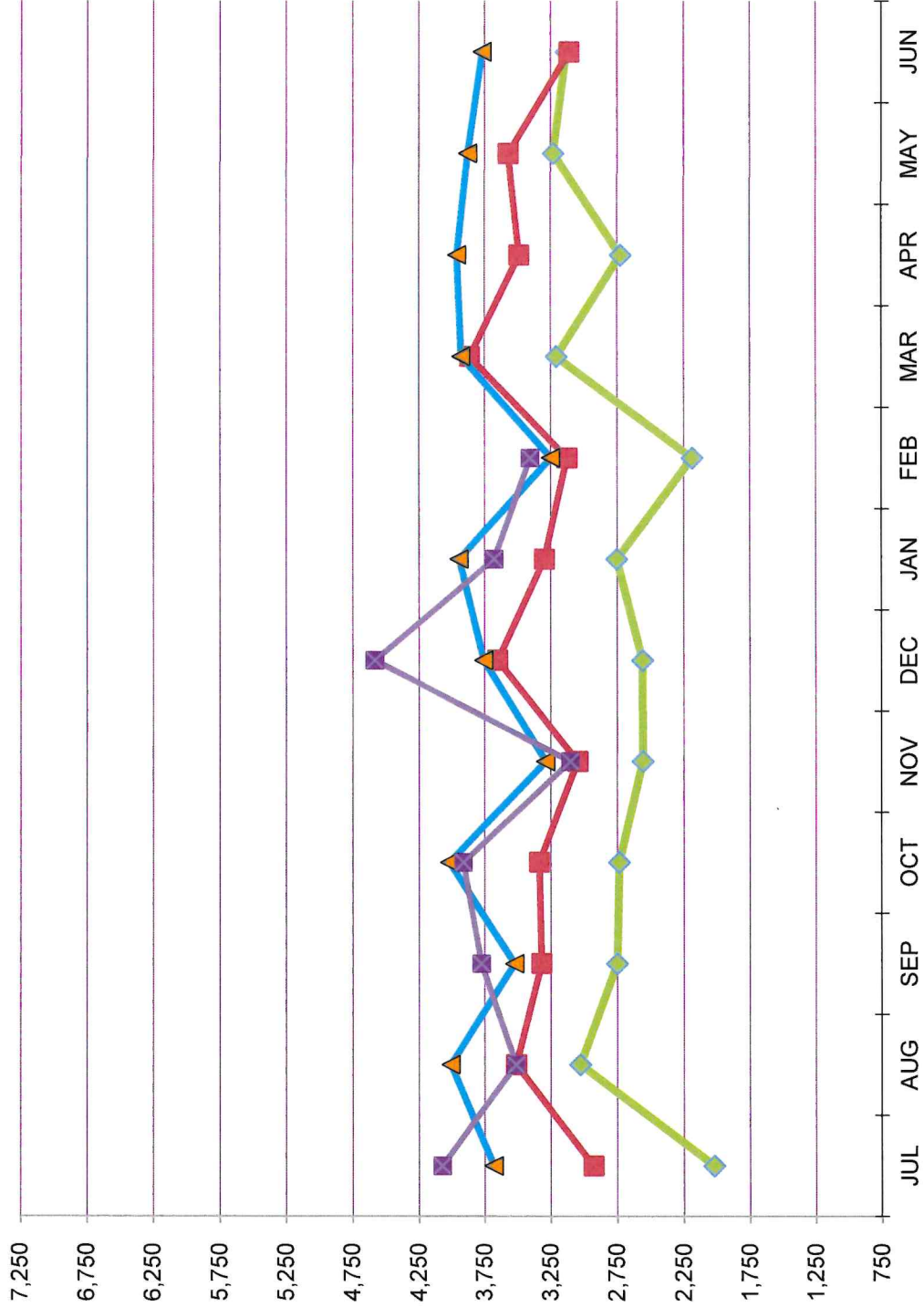
February



RIDERSHIP ANALYSIS
February 2026

AMADOR TRANSIT
FISCAL YEAR 2025/2026

T R I P S



February 2025 % change from FY 2024/25

+4.9%

PERFORMANCE SUMMARY
February 2026

	Jul-25 (sp. event)	Aug-25	Sep-25	Oct-25	Nov-25 (sp. event)	Dec-25 (sp. event)	Jan-26	Feb-26	TO-DATE	YEAR TO-DATE	Last FY 24/25 to Date
RIDERSHIP-FIXED ROUTE											
FIXED ROUTE PASSENGERS	2,192	1,642	1,746	1,705	1,393	2,465	1,676	1,526	14,345	14,345	14,063
ADULTS	1,119	638	685	667	618	1,523	676	678	6,604	6,604	6,106
SENIORS	232	179	175	183	144	269	269	174	1,585	1,585	1,652
DISABLED	684	636	669	693	501	602	602	537	4,924	4,924	4,625
YOUTH	114	150	175	131	95	81	68	76	890	890	1,349
NON REVENUE PASSENGERS	43	39	42	31	35	30	61	61	342	342	331
VEHICLE SERVICE HOURS	717	705	652	682	527	659	574	574	5,167	5,167	6,077
VEHICLE NON-REVENUE MILES	802	800	731	802	699	735	758	593	5,920	5,920	5,983
VEHICLE REVENUE MILES	14,546	14,077	14,489	14,372	11,186	13,612	13,108	12,664	108,054	108,054	100,269
OPERATING COST (NEW METHOD)	\$ 147,780	\$ 87,771	\$ 101,324	\$ 86,899	\$ 69,692	\$ 93,119	\$ 84,958	\$ 77,667	\$ 749,211	\$ 825,459	\$ 854,459
REVENUE	\$ 6,516	\$ 6,911	\$ 6,392	\$ 7,171	\$ 5,070	\$ 5,227	\$ 9,327	\$ 6,182	\$ 52,796	\$ 54,603	\$ 54,603
COST PER PASSENGER	\$ 67	\$ 53	\$ 58	\$ 51	\$ 50	\$ 38	\$ 51	\$ 51	\$ 52	\$ 52	\$ 59
COST PER MILE	\$ 10	\$ 6	\$ 7	\$ 6	\$ 6	\$ 7	\$ 6	\$ 6	\$ 7	\$ 7	\$ 8
COST PER HOUR	\$ 206	\$ 124	\$ 155	\$ 127	\$ 132	\$ 141	\$ 131	\$ 135	\$ 145	\$ 145	\$ 136
FAREBOX RETURN	4.41%	7.87%	6.31%	8.25%	7.27%	5.61%	10.98%	7.96%	7.05%	7.05%	6.61%
RIDERSHIP-DIAL-A-RIDE											
TOTAL PASSENGERS	1,882	1,884	2,036	2,208	1,710	2,120	2,017	1,882	15,739	15,739	14,245
NON REV PASSENGERS	21	39	33	27	22	47	63	39	291	291	478
VEHICLE SERVICE HOURS	490	920	562	970	441	633	640	611	5,268	5,268	4,627
VEHICLE REVENUE MILES	7,995	7,780	8,196	10,271	9,169	11,845	11,394	9,938	76,588	76,588	67,087
VEHICLE NON REVENUE MILES	1,692	1,671	1,596	1,096	865	863	844	773	9,400	9,400	10,491
OPERATING COST (NEW METHOD)	\$ 90,574	\$ 56,115	\$ 64,781	\$ 62,927	\$ 59,367	\$ 79,341	\$ 75,341	\$ 63,546	\$ 551,991	\$ 663,074	\$ 663,074
REVENUE	\$ 3,778	\$ 6,520	\$ 5,451	\$ 5,719	\$ 6,339	\$ 5,505	\$ 9,829	\$ 6,792	\$ 49,932	\$ 49,932	\$ 44,958
COST PER PASSENGER	\$ 48	\$ 30	\$ 32	\$ 28	\$ 35	\$ 37	\$ 37	\$ 34	\$ 35	\$ 35	\$ 47
COST PER MILE	\$ 11	\$ 7	\$ 8	\$ 6	\$ 6	\$ 7	\$ 7	\$ 6	\$ 7	\$ 7	\$ 10
COST PER HOUR	\$ 185	\$ 61	\$ 115	\$ 65	\$ 135	\$ 125	\$ 118	\$ 104	\$ 105	\$ 105	\$ 143
FAREBOX RETURN	4.17%	11.62%	8.42%	9.09%	10.68%	6.94%	13.05%	10.69%	9.05%	9.05%	6.78%
SYSTEM-WIDE OPERATIONS											
TOTAL SERVICE DAYS	22	23	21	22	17	21	20	19	165	165	165
TOTAL PASSENGERS	4,074	3,513	3,776	3,913	3,103	4,585	3,693	3,408	30,065	30,065	28,308
VEHICLE SERVICE HOURS	1,207	1,625	1,214	1,652	968	1,292	1,115	1,185	10,259	10,259	10,704
PASSENGERS PER HOUR	3.4	2.2	3.1	2.4	3.2	3.5	3.3	2.9	2.9	2.9	2.6
VEHICLE REVENUE MILES	22,541	21,857	22,685	24,643	20,355	25,457	24,502	22,602	184,642	184,642	167,356
VEHICLE NON-REVENUE MILES	2,768	2,678	2,587	1,947	1,677	1,598	1,602	1,366	16,223	16,223	16,474
PASSENGERS PER MILE	0.18	0.16	0.17	0.16	0.15	0.18	0.15	0.15	0.16	0.16	0.17
COSTS											
TOTAL OPERATING COST	\$ 238,355	\$ 143,887	\$ 166,106	\$ 149,551	\$ 129,060	\$ 177,541	\$ 160,299	\$ 141,213	\$ 1,306,012	\$ 1,353,213	\$ 1,353,213
COST PER PASSENGER	\$ 59	\$ 41	\$ 44	\$ 38	\$ 42	\$ 39	\$ 43	\$ 41	\$ 43	\$ 43	\$ 48
COST PER MILE	\$ 11	\$ 7	\$ 7	\$ 6	\$ 6	\$ 7	\$ 7	\$ 6	\$ 7	\$ 7	\$ 8
COST PER HOUR	\$ 197	\$ 89	\$ 137	\$ 91	\$ 133	\$ 137	\$ 144	\$ 119	\$ 127	\$ 127	\$ 126
REVENUE											
FIXED ROUTE FAREBOX REVENUE	\$ 3,631	\$ 3,867	\$ 3,892	\$ 4,714	\$ 2,528	\$ 3,389	\$ 5,793	\$ 4,085	\$ 31,899	\$ 31,899	\$ 36,749
DIAL-A-RIDE FAREBOX REVENUE	\$ 2,893	\$ 2,916	\$ 2,951	\$ 3,728	\$ 3,797	\$ 3,667	\$ 6,296	\$ 4,196	\$ 30,443	\$ 30,443	\$ 27,104
ADVERTISING REVENUE	\$ 5,769	\$ 7,208	\$ 4,995	\$ 4,951	\$ 5,084	\$ 3,676	\$ 7,066	\$ 5,192	\$ 43,941	\$ 43,941	\$ 35,707
OVERALL FAREBOX RETURN	5.16%	9.72%	7.13%	8.96%	8.84%	6.04%	11.95%	9.54%	8.14%	8.14%	7.36%

Farebox return per service type is based on the new preferred calculation method of the AT Finance Committee

Miles (rev & non rev) equals percentage of overall mileage-use that to determine the percentage of operating cost per service type

Total Revenue Miles= 22,602

Total Non Revenue miles= 1,366

All Mileage 23,968

DAR 10,711 45%

FIXED 13,257 55%

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to date CUMULATIVE COST
TRK #101 (gas)	167,953	0.25	02 - 2026	replaced wiper blades	\$33.18	
04 Chev Suburban	ODO					
6-passenger						
NON-REVENUE VH						
Mileage for the Month	324				\$33.18	
Shop TRK #102	27,785	0.00				
2015 F450 4x4 (gas)	ODO					
3-passenger	***					
NON-REVENUE VH						
Mileage for the month	211					
			05 - 2024	R&R windshield glass - Glass Doctor	\$375.35	
			02 - 2023	Replace 4 tires 225/75/R16	\$1,000.67	
			03 - 2022	A/C Compressor, 1 Orifice tube and accumulator	\$384.02	
			06 - 2019	Replaced left corner window glass doctor invoice # 102728	\$527.23	
			01 - 2019	Replaced Water pump, thermostat AC belt, and main belt, 1 Gallon of Coolant	\$162.73	
			10 - 2015	Replace 4 tires, 225/75/R16 4 TPS, turned front rotors, alignment	\$1,143.00	
			09 - 2015	Replaced alternator	\$151.00	\$3,777.18
			12 - 2025	Picked up from K&T- New Engine, in service inspection	\$22,216.37	
			11 - 2025	Towed to K&T	\$450.00	
			08 - 2025	Check eng. Light-diagnosed and replaced faulty VGT solenoid, coolant tube, filled	\$374.22	
			06 - 2024	Hahn's Folsom Lake Ford - Replaced faulty EGR valve and installed an emissions PM-B and Fuel filter	\$169.73	
			10 - 2023	program update	\$1,289.11	
			09 - 2022	Installed new 2-way radio and GPS	\$387.90	
			05 - 2022	Turbo replaced by DuPratt Ford Inv. # 524982 with oil change	\$2,646.25	
			10 - 2019	Repair invoice # 348715 Emissions Vehicle derating R&R EGT sensor	\$4,355.05	
			02 - 2019	Replaced 2 batteries and took to car wash	\$226.52	
			12 - 2018	6 Tires 225/70R19.5	\$2,619.15	
			12 - 2018	1 Steer steel wheel White	\$171.12	\$34,905.42
TRK #103 (gas)	113,633					
1998 Ford Ranger	ODO					
3-passenger	***					
NON-REVENUE VH						
Mileage for the month	42				\$0.00	
			08 - 2025	replaced 4 tires and spare due to age (Big Brand Tire)	\$614.54	
			10 - 2019	Steering rack and pump replaced Hahms inv # J046369	\$948.20	
			06 - 2018	4 tires 205/75/14R and Alignment	\$370.17	
			07 - 2015	July 8 - 4 205/75/R14 \$570	\$570.00	\$2,402.91

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026. Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to date CUMULATIVE COST
VAN #201 (gas)	80,914	1.50	02 - 2026	PM-A update	\$0.00	
2015 DODGE CARAVAN	ODO			windshield chip repair	\$80.00	
1-WC, 5 passenger	***					
mileage for the month	307					
						\$80.00
				R&R front brake pads and rotors	\$201.12	
			08 - 2025	2 Tires	\$388.97	
			08 - 2024	Replaced faulty battery	\$159.49	
			01 - 2024	Installed new dash and rear cameras	\$409.44	
			08 - 2023	Installed new 2 way radio and GPS	\$387.90	
			09 - 2022	4 225/65/17 tires and alignment	\$544.09	
			04 - 2022	Dealer transmission installed by Hal Invoice # 107306	\$4,190.12	
			08 - 2021	4 Goodyear tires 225/65/17	\$568.55	
			02 - 2021	R&R Battery and negative post connector	\$151.74	
			09 - 2020	Braun recall and lasher dodge air bag repair	\$495.00	
			05 - 2019	4 New tires, Invoice # 66200227328	\$656.19	
			08 - 2018			\$8,232.61
VAN #202 (gas)	89,109	0.00	01 - 2026		\$0.00	
2015 DODGE CARAVAN	ODO				\$0.00	
1-WC, 5 passenger	***					
Mileage for the Month	292					
						\$0.00
				R&R front windshield	\$542.12	
			06 - 2024	Replaced 4 tires	\$388.87	
			04 - 2024	Dash camera installed	\$460.43	
			09 - 2023	Replaced spark plugs and coils	\$241.17	
			01 - 2023	Installed new 2 way radio and GPS	\$387.90	
			09 - 2022	Front rotor and pads	263.74	
			10 - 2019			\$2,284.23

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---------------------	-----------------------------------	--------------------	-------	--	----------------------------	-----------------------------------

VAN #203 (gas) 89,098 0.00 \$0.00

2017 DODGE CARAVAN ODO
1-WC, 5 passenger ***

Mileage for the Month 299

\$0.00

03 - 2024				R&R 4 tires	\$559.72	
09 - 2023				Dash camera installed	\$460.43	
08 - 2023				Replaced rear brake rotors and pads	\$230.89	
02 - 2023				New transmission - Elk Grove Dodge	\$3,651.03	
02 - 2023				Transmission removal, installation and parts	\$1,430.85	
01 - 2023				Replaced spark plugs and coils	\$248.77	
09 - 2022				Installed new 2 way radio and GPS	\$387.90	
04 - 2022				Glass Doctor windshield replacement #2 Inv. #114779	\$508.97	
02 - 2022				Windshield replaced - Glass Doctor	\$508.97	
10 - 2021				Accident repair North state Auto body - Invoice A7682866	\$2,456.56	
08 - 2021				Front and rear tires installed Jackson tires invoice # 1-GS196151	\$467.14	
04 - 2021				R&R Front windshield	\$480.13	\$11,391.36

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2020 to-date CUMULATIVE COST
VAN #204 (gas)	137,963	5.50	02 - 2026	PM-A	\$0.00	
2019 V-Ford Transit 350E	ODO		02 - 2026	replaced rear brake pads	\$87.83	
Nor-Cal Van			02 - 2026	engine light, per diagnosis, found and replaced bad Vac hose	\$0.00	
8 Passenger-2 WIC	***					\$87.83
Mileage for the Month	157					
			01 - 2026	Random misfires. Replaced spark plugs and one failed ignition coil. Test drove	\$163.23	
			08 - 2025	R&R third brake light	\$443.92	
			07 - 2025	R&R radiator and fan assembly, heater hose, refilled coolant, performed test drive	\$639.63	
			07 - 2025	AC inspection, R&R condenser fan and assembly.	\$210.78	
			06 - 2025	New windshield	\$909.84	
			03 - 2025	Replaced windshield	\$982.99	
			03 - 2025	Repair of Body Damage	\$5,831.66	
			03 - 2025	6 tires- Toyos	\$1,050.53	
			10 - 2024	R&R front and rear brake pads. Rotated tires	\$152.63	
			11 - 2022	Replaced windshield Inv. #116867	\$861.21	
			09 - 2022	Installed new 2 way radio and GPS	\$387.90	
			04 - 2022	R&R battery	\$185.09	
			08 - 2021	New Steer and Drive tires installed Jackson tire invoice # 1-195629	\$1,063.58	
			07 - 2021	R&R front and rear brake pads	\$155.36	
			03 - 2021	Front windshield replacement	\$824.17	\$15,823.23

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2020 to date CUMULATIVE COST
VAN #205(gas)	56,414	5.50	02 - 2026	Oil change	\$42.56	
2022 V-Ford Transit 350EL	ODO		02 - 2026	PM-A	\$0.00	
Nor-Cat Van			02 - 2026	Cleaned and inspected brakes-test drove	\$0.00	
8 Passenger-2 W/C	***			drive line and rear differential inspection	\$0.00	
Mileage for the Month	1,326					\$42.56
			01 - 2026	Replaced both steer tires	\$391.20	
			11/1/2025	replaced sun visor	\$161.53	
			07 - 2025	Replaced drive tires.	\$761.36	
			05 - 2025	Replaced hydraulic cylinders for W/C lift	\$1,042.63	
			04 - 2025	Replaced front pads and rotors	\$303.75	
			04 - 2025	Replaced rear calipers/pads, bled system and test drove	\$305.71	
			11 - 2024	Rear upper clearance lights assembly	\$265.18	
			05 - 2024	Drive tires	\$647.24	
			04 - 2024	Replaced cracked windshield	\$1,152.40	
			02 - 2024	R&R steer tires	\$343.08	\$5,416.64

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2022 to-date CUMULATIVE COST
VAN #206	27,997	0.00			\$0.00	
2022 Toyota Sienna	ODO				\$0.00	
Hybrid/Gas	***					
3 Passenger-1 W/C						
Mileage for the Month	334				\$0.00	
			07 - 2025 01 - 2024	New tires at Big Brand Tire and service. Installed Dash Camera system	\$851.87 \$480.43	\$1,312.30

VEHICLE DESCRIPTION	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2020 to-date CUMULATIVE COST
VAN #208 (gas)	23,279	2.75	02 - 2026	PM-A	\$0.00	
2024 V-Ford Transit 350EL	ODO			replaced drive tires due to wear	\$672.74	
Nor-Cal Van				replaced steer tires due to wear	\$356.84	
8 Passenger-2 W/C	***			replaced failed nack up alarm	\$47.86	
Mileage for the Month	1,263					
					\$1,077.44	
			11 - 2025	replaced rear brake pads, rotors, seals, and one axle nut.	\$297.76	\$1,375.20

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to date CUMULATIVE COST
---	-----------------------------------	--------------------	-------	--	----------------------------	-----------------------------------

Bus #302 Diesel

2013 Chevrolet
16-passenger 3 w/c
Mileage for the Month

188,682

ODO

0

0.00

11 - 2025	Recvd back from Hahn's, in service inspection. Derated, sent back to Hahn's	\$0.00				
	Recvd back from Hahn's, derated during first route in service, waiting to send back to Hahn's	\$1,670.13				
	replaced WC lift fold arm assy. And adjusted platform level	\$575.72				
08 - 2025	R&R all pivot arm pins and bushings on wheel chair lift (4 sets)	\$407.55				
08 - 2025	R&R inner roll stop assembly and both fold arm cylinders	\$286.62				
05 - 2025	R&R batteries	\$959.52				
02 - 2025	R&R both alternators	\$328.46				
01 - 2025	R&R power steering pump/lower radiator hose assembly	\$463.33				
01 - 2025	R&R rear brake calipers and pads	\$365.98				
12 - 2024	Front windshield replacement	\$194.75				
12 - 2024	Drive tires	\$503.70				
09 - 2024	R&R 2 batteries	\$881.36				
09 - 2024	R&R control arm bushings and alignment - Hewitt invoice	\$328.52				
08 - 2024	KT trucking rebuilt rear differential	\$528.28				
08 - 2024	R&R steer tires	\$5,000.00				
05 - 2024	Hahns - engine derating low flow reductant system	\$433.56				
01 - 2024	R&R drive tires	\$552.60				
12 - 2023	Replaced leaking brake hydro boost assembly	\$888.72				
11 - 2023	R&R radiator, belt, 2 idler pulleys and coolant	\$531.73				
11 - 2023	R&R alternator	\$541.43				
10 - 2023	Replaced front rotors	\$231.67				
10 - 2023	Steering shimmy, replaced worn Pitman arm, idler arm, bracket	\$257.40				
09 - 2023	Emissions repair - Hahns	\$377.07				
05 - 2023	Steer Tires	\$3,004.25				
		\$442.20				\$50,922.89

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to date CUMULATIVE COST
---	-----------------------------------	--------------------	-------	--	----------------------------	-----------------------------------

Bus #303(Gas)

2023 Ford Glaval E-450
16-passenger 2 w/c
Mileage for the Month

36,676
ODO

2,110

2.50

02 - 2026

PM-B
replaced failed aux battery

\$56.35
\$165.82

\$222.17

01 - 2026	R&R both steer tires	\$323.22
08 - 2025	R&R drive tires	\$494.30
08 - 2025	DO & PU Hewitt alignment	\$250.14
12 - 2024	Installed 2-way radio and fare box	\$525.37
		\$1,815.20

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2017 to-date CUMULATIVE COST
---	-----------------------------------	--------------------	-------	--	----------------------------	-----------------------------------

Bus #403 Diesel

2013 Chevrolet

16-passenger 3 w/c

Mileage for month

224,235
ODO

420

0.00

02 - 2026

Emissions light on. Hahn's auto, diagnoses and repair credit from Hahn's
Removed from service permanently

\$5,181.09
(\$1,718.09)

\$3,463.00

09 - 2025	PM-A and replaced both batteries	\$317.82
06 - 2025	A/C comp failed- removed, flushed system, installed new comp and charged	\$562.58
06 - 2025	A/C inop- New comp failed. R&R A/C comp and charged	\$314.67
05 - 2025	Sent out to Hahns for repairs	\$297.00
03 - 2025	Hahns for diagnostics- replaced glow plug module and programmed	\$2,047.08
10 - 2024	Replaced steer tires	\$442.84
09 - 2024	R&R 3 new drive tires+ 1 used	\$664.26
08 - 2024	R&R steering, gear and pitman arm. Test drove	\$746.44
07 - 2024	R&R A/C compressor. Added oil and 4 lbs. R134A	\$456.33
06 - 2024	Emissions repair @ Hahns	\$598.65
05 - 2024	R&R 3 idler pulleys, belt tensioner and the fan blower motor	\$334.56
04 - 2024	KT Trucking inspected rear differential. Replaced rear axle bearings	\$2,366.43
04 - 2024	Replaced all 4 universal joints	\$188.00
03 - 2024	R&R steer tires	\$433.52
02 - 2024	Vehicle derating. Hahns, performed forced regen and cleared codes	\$951.00
01 - 2024	R&R reductant injector, Code not cleared, took to Hahns for evaluation	\$324.52
12 - 2023	Replaced passenger entry door motor and bike rack deployment light	\$266.90
11 - 2023	Main battery replaced	\$164.23
10 - 2023	Hahn's auto HVAC blend door repair	\$993.61
10 - 2023	Replaced steer tires	\$442.30
09 - 2023	Recovered R134a, replaced accumulator dryer filter and orifice tube. Flushed system, replaced bad hose, recharged system	\$149.99
08 - 2023	Left front shock spring tower repair. Dentonies Truck Repair. Inspected under carriage	\$1,350.00
08 - 2023	HVAC controller unit	\$180.99

\$58,591.89

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	-------------------------------	---

Bus #405 (gas)	312,463	8.50	02 - 2026	PM-B	\$43.60	
2009 Ford	ODO		02 - 2026	hard start and rough idle diagnosis, ordered parts	\$0.00	
16-passenger 2 w/c	***		02 - 2026	replaced throttle body and MAF sensor	\$261.47	
Mileage for the Month	714				\$305.07	
			01 - 2026	PM-A, replaced right rear inner tire, replaced air filter and repaired wiring at alternator terminal	\$177.69	
			01 - 2026	Replaced spark plugs and ignition coils	\$383.30	
			11 - 2025	Hewitt alignment PU and DO	\$204.52	
			10 - 2025	replaced motor mounts	\$174.96	
			10 - 2025	R&R two micro switch's on W/C lift rechecked all functions	\$389.33	
			09 - 2025	Diagnose engine noise. Found failed alternator, removed and replaced with rebuilt alternator.	\$484.88	
			09 - 2025	Replaced two steer tires	\$322.34	
			08 - 2025	R&R radiator, filled with coolant, checked system for leaks	\$330.37	
			08 - 2025	R&R Outer roll stop cylinder on WC lift	\$499.26	
			07 - 2025	Replaced rear rotors, calipers, parking brake shoes, brake hardware and wheel seals, cleaned and inspected all components and performed test drive.	\$543.26	
			04 - 2025	Replaced rear calipers, pads parking brake shoes, left wheel seal	\$259.70	
			12 - 2024	R&R rear heater motor, tested heater core for leaks	\$160.91	
			12 - 2024	R&R right rear outer tire. Sidewall damage	\$221.42	
			11 - 2024	R&R steering gear box, replaced rear heater hoses, + 1.5 qrts fluid	\$315.70	
			10 - 2024	Replaced steer tires	\$442.84	
			10 - 2024	R&R #6 spark plug and coil. Replaced leaking heater hose + 5 gal of coolant	\$305.67	
			09 - 2024	Hewitt alignment R&R upper and low ball joints, sway bar bushings, cam/caster bushings and alignment	\$1,106.24	\$43,618.25

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #406 (gas)

2019 Ford

16-passenger 2 w/c

Mileage for the Month

141,418	4.50	02 - 2026	PM-A, replaced air filter	\$16.23	
ODO			windshield chip repair	\$105.00	
***			body repair on front top cap	\$0.00	
1,643			diagnosed w/c lift issue, ordered parts	\$0.00	
			replaced w/c lift inner roll stop	\$95.98	

\$217.21

08 - 2025			R&R multi function switch	\$205.11	
07 - 2025			Replaced drive tires.	\$882.68	
06 - 2025			Transmission service	\$168.32	
06 - 2025			Intermittent overheating- R&R water pump, fan clutch, thermostat and radiator	\$522.21	
03 - 2025			Replaced multifunction switch, adjusted W/C lift	\$173.91	
09 - 2024			R&R drive tires	\$885.68	
04 - 2024			R&R steer tires	\$442.20	
03 - 2024			R&R interior camera	\$371.46	
01 - 2024			Replaced drive tires	\$892.92	
12 - 2023			R&R Aux and Main battery	\$278.06	
09 - 2023			Replaced w/c lift outer roll stop shocks and micro switch	\$155.93	
02 - 2023			Replaced 2 steer tires	\$703.51	
12 - 2022			4 Drive Tires	\$1,417.02	
09 - 2022			Installed new 2 way radio and GPS	\$387.90	
05 - 2022			Water pump, belt and coolant	\$211.81	
09 - 2021			New Steer tires	\$606.14	

\$9,578.09

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #407 (gas)

2023 Ford Glaval	46,611	3.75	02 - 2026	replaced drive tires	\$644.07	
16-passenger 2 w/c	ODO			PM-A	\$0.00	
Mileage for the Month	***			replaced exhaust bracket	\$0.00	
	2,437			replaced drivers sun visor	\$82.47	
				R&R wiper blades	\$15.09	

\$741.63

01 - 2026				Replaced left front tire	\$161.61	
11 - 2025				PU @ Ron Dupratt Ford	\$4,078.54	
08 - 2025				R&R Oil dipstick tube and starter	\$498.82	
06 - 2025				R&R idlers and tensioner	\$184.83	
02 - 2025				R&R windshield with rear view mirror camera calibration	\$1,140.88	
01 - 2025				Replaced tires and inspected brake pads	\$1,328.52	\$8,134.83

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #408 (gas)

replaced tire \$160.92

2.50

02 - 2026

42,790

2024 Ford Glaval

ODO

02 - 2026

PM-B

\$56.35

16-passenger 2 w/c

Mileage for the Month

2,757

\$217.27

11 - 2025	Replaced right rear tire	\$161.61
09 - 2025	replaced both steer tires	\$322.34
08 - 2025	PU & DO @ Hewitt alignment	\$174.53
08 - 2025	Tire puncture, unrepairable. Replaced with new drive tire	\$247.15
08 - 2025	R&R 3 drive tires	\$741.45
05 - 2025	Replaced 1 tire	\$220.25
		\$2,084.60

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #409 (gas)

2024 Ford Glaval

16-passenger 2 w/c

Mileage for the Month

42,103
ODO

2,303

4.50

02 - 2026
02 - 2026
02 - 2026

PM-B
service call, repaired broken exhaust
adjusted exhaust hanger

\$55.41
\$0.00
\$0.00

\$55.41

01 - 2026	PM-A, replaced right rear tires	\$322.34
08 - 2025	R&R 2 drive tires	\$494.30
07 - 2025	R&R steer tires and inspection.	\$440.70
06 - 2025	replaced rear tire	\$220.35
10 - 2024	Installed 2 way radio and used coin vault	\$549.03
		\$2,082.13

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #410 (gas)

2024 Ford Glaval

16-passenger 2 w/c

Mileage for the Month

41,760	3.50	02 - 2026	replaced steer tires	\$321.84	
ODO			PM-B	\$57.73	
***			replaced failed battery	\$139.03	
2,771			replaced HDMI cord on media display(used)	\$0.00	

\$518.60

10 - 2025			Replaced 4 rear tires	\$644.68	
08 - 2025			DO & PU @ Hewitt alignment	\$205.07	
06 - 2025			Replaced rear tire	\$221.42	
10 - 2024			Installed two way radio	\$525.37	\$2,115.14

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	---	----------------------------------	--

Bus #504 (diesel)

2014 Chevy Glaval

194,603 4.50 02 - 2026 PM-A update
check eng. Light. Diagnosis, inspected and cleaned electrical
connections, cleared codes and tested. Codes returned

*** 02 - 2026 Diagnosis after additional testing found failing turbo

16 Mileage for the Month

\$0.00

\$0.00

\$0.00

01 - 2026	Replaced NOx sensors, calibrated and test drove	\$1,427.81
12 - 2025	R&R right rear tire due to wear	\$524.48
08 - 2025	AC not cold-Diag. found failed AC comp. R&R AC comp, charged system-blowing cold	\$288.82
07 - 2025	Superior Equipment Repair, diag. invoice # SO-76752	\$679.20
06 - 2025	R&R throttle position sensor assy.	\$166.53
03 - 2025	Upgraded headlights to LED	\$159.25
01 - 2025	4 new drive tires	\$1,802.95
01 - 2025	4 wheel balance	\$207.96
12 - 2024	Steer tires mounted and balanced on good rims to cure front end shaking	\$319.94
11 - 2024	Replaced 2 group 31 batteries	\$328.46
09 - 2024	Front and Rear brake pads	\$313.25
09 - 2024	R&R multifunction switch and 15 psi surg tank cap	\$225.01
08 - 2024	11.5 qrts ATF, spin on filter and internal filter	\$157.39
07 - 2024	Delta truck repair- dash cluster intermittently inop. Alternator over-charging, replaced with rebuilt from shop	\$2,342.95
04 - 2024	Sent to CUMMINS WEST, could not duplicate problem. Returned to AT	\$773.50
02 - 2024	Still has hesitation issues, back at Delta Truck	\$447.53
02 - 2024	Delta found EGR valve plugged. R&R EGR valve pressure sensor, cross pipe, gasket and electrical connectors	\$3,692.72
11 - 2023	Engine cooling system problem, parts obsolete, upgraded cooling system	\$1,299.57
09 - 2023	Replaced thermostat and water pump	\$241.24
11 - 2022	Coolant surge tank plus 10 gallons coolant	\$345.57
09 - 2022	Installed new 2 way radio and GPS	\$387.90
08 - 2022	Suspension Repair - Betts Inv.#20531717	\$2,323.23
07 - 2022	Replaced fan clutch assembly	\$1,214.07
		\$0.00
		\$46,126.34

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #505 (diesel) 52,930 5.50 02 - 2026 diagnosed coolant leak. Replaced radiator, filled coolant and tested \$889.49

2017 Freightliner 169029 total 02 - 2026 4.4 gal DEF \$24.90

Mileage for the Month 1,202

\$914.39

01 - 2026	Took to Delta Truck for EGR issue on 1/9 picked up on 1/23	\$5,923.06
12 - 2025	replaced two EGR sensors. Test drove and codes cleared	\$384.59
11 - 2025	Replaced all drive tires	\$900.56
06 - 2025	PM-B R&R Air filter	\$169.19
06 - 2025	R&R rear brake pads	\$144.02
05 - 2025	Replaced cracked surge tank	\$278.52
05 - 2025	Replaced steer tires	\$431.27
04 - 2025	Installed new A/C compressor and dryer, charged and tested	\$292.16
02 - 2025	R&R rear upper and lower sway bar bushings	\$280.57
02 - 2025	Upgraded headlights to LED	\$211.59
12 - 2024	R&R drivers seat shock strut	\$183.57
11 - 2024	R&R right rear suspension air bag	\$355.78
09 - 2024	R&R stow kit, roll stop switch and a stow block	\$366.95
09 - 2024	4 drive tires	\$1,809.72
09 - 2024	Replaced 2 rims out of round, new tires dismounted, mounted and rebalanced	\$790.92
08 - 2024	11.5 qts.ATF, 1 internal filter, 1 spin on filter	\$157.39
08 - 2024	Turbo sensor bad, R&R turbo speed sensor and cleared codes	\$332.76
08 - 2024	W/C lift inop. R&R control pendant	\$306.15
06 - 2024	R&R drivers seat shock absorber	\$183.51
05 - 2024	R&R diesel exhaust fluid heater	\$1,114.00
04 - 2024	R&R alternator and 1 battery	\$1,550.01

\$31,910.69

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	-------------------------------	--

Bus #506 (diesel) 155,807 4.50 02 - 2026 PM-B \$87.57

2017 FREIGHTLINER ODO Engine noise diagnosis found rear a/c compressor failing. Removed belt to keep in service and ordered part \$0.00

Mileage for The Month *** 5.6 gal DEF \$31.69

1,635 5.4 gal DEF \$17.12

					\$136.38	
12 - 2025				diagnosed long cranking issue, replaced water separator element, fuel filter, and failed sending unit plus wiring kit	\$282.46	
12 - 2025				replaced 4 tires due to wear	\$1,931.96	
11 - 2025				Removed left rear broken window. Cleaned and installed new window installed DOC, sensors, control module and modified downpipe.	\$1,796.37	
10 - 2025				Tested and cleared codes	\$166.87	
04 - 2025				Removed DOC for replacement. Removed DPF for cleaning	\$3,295.01	
04 - 2025				Dropped off DPF for service	\$464.03	
02 - 2025				Delta Truck diagnosed, found Diesel Oxidation catalyst failed.	\$1,861.02	
11 - 2024				11.5 qrts ATF, internal filter and spin on filter Front end shake. Replaced king pins, rotor assembly's, spindle, brake pads, oil seals, hub caps, wheel end kits inner and outer	\$157.39	
08 - 2024				R&R steering gear box, wobble stills exists	\$3,416.54	
06 - 2024					\$1,044.17	
06 - 2024				R&R rear rotors, front right oil seals 2 wheel studs, 1 lug nut, gear oil R&R front shocks, replaced front wheels w/new tires, shimmy problem still	\$210.49	
05 - 2024				Front and rear end alignment with bushing inspection - Hewitt	\$264.44	
05 - 2024				Front brake shake, sent to Betts Truck	\$334.24	
04 - 2024				R&R right front steer tire	\$170.00	
04 - 2024				R&R front rotors, wheel seals and gear oil 4 wheels balanced	\$424.26	
03 - 2024					\$527.04	
03 - 2024					\$159.96	
03 - 2024				New drive tires	\$1,484.04	\$36,402.08

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	-------------------------------	--

Bus #507 (diesel)	211,163	1.50	02 - 2026	replaced both left rear tires(recaps were billed out) cost is mount and balance fee	\$70.00	
2017 FREIGHTLINER	ODO			transmission service, light on. Diagnosis, reset service intervals	\$0.00	
	***			3.1 gal DEF	\$17.52	
				4.9 gal DEF	\$27.69	
Mileage for the Month	2,006			4.7 gal DEF	\$14.90	
					\$130.11	

12 - 2025				PM-B, R&R rear brakes	\$220.42	
12 - 2025				diagnosed long cranking issue. Replaced water separator element and fuel filter.	\$181.87	
08 - 2025				R&R hydro boost and master cylinder assembly, bled system and test	\$1,027.98	
07 - 2025				Replaced rear sway bar bushings.	\$297.19	
07 - 2025				Pass. window repair.		
07 - 2025				Drop off and pickup for windshield at glass shop. Invoice #10127762	\$641.89	
05 - 2025				Replaced compressor/drier/filter passenger side. Faulty, ordered parts	\$557.68	
05 - 2025				Replaced drivers side A/C compressor/filter/dryer. Charged system	\$497.25	
04 - 2025				Replaced turbo and VGT actuator, calibrated and test drove	\$5,223.82	
04 - 2025				Replaced A/C compressor, dryer. Flushed system and tested	\$421.49	
03 - 2025				Upgraded headlights to LED	\$159.25	
02 - 2025				R&R DEF injector and gasket	\$612.00	
12 - 2024				R&R fan clutch	\$346.22	
12 - 2024				Check engine light-emissions. Delta truck diagnosed EGR cooler bad, replaced cooler-flushed system	\$6,564.52	
11 - 2024				R&R left rear suspension air bag	\$355.78	
10 - 2024				Steer Tires	\$904.86	
09 - 2024				R&R multifunction switch	\$189.37	
09 - 2024				R&R electric hydro-booster motor for the brake assist	\$162.39	
08 - 2024				11.5 qts. ATF, internal filter and spin on filter	\$157.39	
08 - 2024				Replaced turbo charger actuator and calibrated	\$1,784.54	
07 - 2024				R&R drive tires/used recaps in stock R&R one tire chain tray	\$161.58	
07 - 2024				R&R recaps with new tires. Bus vibrated and shimmed with recaps	\$1,610.63	\$41,768.70

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	TOTAL REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
---	---	--------------------------	-------	--	----------------------------------	--

Bus #508 (diesel)

2017 Freightliner

Mileage for the Month

173,523 6.00 02 - 2026 PM-A, replaced failed U-joint in steering column \$56.07
 ODO 02 - 2026 DO/PU at Patriot Diesel for Emmissions testing \$0.00
 962 02 - 2026 body work on rear fender panel \$0.00

\$56.07

01 - 2026	Brake noise. Found failed caliper, replaced calipers, rotors, wheel seals, brake hardware, pads and bled system. Topped off gear oil in	\$854.82
12 - 2025	R&R tie rod	\$504.53
12 - 2025	alignment @ Hewitt Stockton. PU and DO	\$215.00
11 - 2025	R&R power steering pump. Bled system and test drove	\$327.61
10 - 2025	R&R steering box	\$973.69
06 - 2025	Taken to K&T truck repair for rear end repair w/bearings and seals	\$5,335.48
03 - 2025	Replaced rear A/C compressor, filter dryer, flushed system	\$305.35
03 - 2025	Upgraded headlights to LED	\$186.94
02 - 2025	4 Drive Tires	\$1,581.72
11 - 2024	R&R fan clutch, ball valve-rear heater, sway bar pivot arm bushings	\$519.75
10 - 2024	Replaced interlock circuit board	\$502.02
10 - 2024	Replaced in pan filter, spinner on filter and 11.5 qrts. ATF	\$157.66
07 - 2024	R&R driver seat shock dampener	\$183.57
06 - 2024	Delta Truck, transmission codes, unable to fix. Recommended take to Allison Trans. Repair shop	\$443.94
06 - 2024	AG transmission repair	\$680.44
05 - 2024	R&R water pump and fuel sending unit	\$362.99
03 - 2024	Front end wobble, turned rotors bad. Replaced rotors with new ones and brake pads, right wheel seal	\$1,641.20
03 - 2024	Front end shake. Sent to Betts. R&R front leaf spring bushings and alignment.	\$2,214.38
02 - 2024	Problem persists, sent back to Betts	\$159.96
01 - 2024	Balance 4 rear wheels	\$192.30
	Replaced front brake rotors and wheel seals.	\$34,822.48

VEHICLE DESCRIPTION *Automatic tire chains	Odometer reading as of 02/28/2026	REPAIR HOURS	Dates	Maintenance Performed for Month of February 2026 Jobs Exceeding \$150 performed since July 2015 (in Gray) FY 2025/2026	Cost for Month of February	July 2015 to-date CUMULATIVE COST
TOTALS	25,320	66			\$ 29,582	\$ 170,347



OUT OF SERVICE

**Amador Transit
Capital Reserve Detail
FY 25/26**

	Fleet Reserve	Building Reserve	Equipment Reserve
Beginning balance 7/1/2025	\$ 478,062.09	\$ 186,263.07	\$ 77,451.53
STA Receipts Σa	100,439.80	-	-
5339 Fleet Reimb. Σc	-	-	-
Transfers Out Σe	\$ (320,000.00)	-	-
Transfers In Σf	100,000.00	-	-
Capital Purchase Σg	-	(1,265.38)	(14,531.77)
Repair and Maint Σh	(50,521.66)	(1,857.55)	(16,944.00)
Ending balance 03/26/2026	\$ 307,980.23	\$ 183,399.17	\$ 45,975.76

Type	Date	Memo	Account	Amount	Balance
11210 - Fleet Reserve					
				\$	478,062.09
Transfer	07/02/2025	Shop Truck Repair- Insurance reimbursed	11210 - Fleet Reserve	(\$29,433.58)	\$ 448,628.51 h
Transfer	07/02/2025	reverse transfer 6/18	11210 - Fleet Reserve	(\$20,000.00)	428,628.51 e
Transfer	07/15/2025	Loan to Operating Approved 7/3	11210 - Fleet Reserve	(\$100,000.00)	328,628.51 e
Deposit	07/31/2025	Deposit	11210 - Fleet Reserve	\$851.15	329,479.66 a
Deposit	07/31/2025	Interest	11210 - Fleet Reserve	\$5.16	329,484.82 a
Transfer	08/07/2025	Loan to Operating- Approved 8/7	11210 - Fleet Reserve	(\$100,000.00)	229,484.82 e
Transfer	08/31/2025	Loan to Operating Approved 8/7	11210 - Fleet Reserve	(\$100,000.00)	129,484.82 e
Deposit	08/31/2025	Interest	11210 - Fleet Reserve	\$3.49	129,488.31 a
Deposit	09/30/2025	Interest	11210 - Fleet Reserve	\$3.22	129,491.53 a
Deposit	10/31/2025	Interest	11210 - Fleet Reserve	\$3.29	129,494.82 a
Deposit	11/30/2025	Interest	11210 - Fleet Reserve	\$2.86	129,497.68 a
Deposit	12/24/2025	4th QTR FY 24/25 STA	11210 - Fleet Reserve	\$99,559.00	229,056.68 a
Deposit	12/31/2025	Interest	11210 - Fleet Reserve	\$3.13	229,059.81 a
Transfer	01/19/2026	Repay Loan to Operating	11210 - Fleet Reserve	\$100,000.00	329,059.81 f
Deposit	01/31/2026	Interest	11210 - Fleet Reserve	\$4.21	329,064.02 a
Deposit	02/28/2026	Interest	11210 - Fleet Reserve	\$4.29	329,068.31 a
Transfer	03/25/2026	Shop Truck Engine- Approved 12/4	11210 - Fleet Reserve	(\$21,088.08)	307,980.23 h
Total 11210 - Fleet Reserve				-170,081.86	307,980.23

- Legend**
- STA Receipts and Interest
 - Transfers Out e
 - Transfers In f
 - Capital Purchase g
 - Repair and Maint h

Type	Date	Memo	Account	Amount	Balance
11220 · Building Reserve					
Transfer	07/20/2025	Shop Doors	11220 · Building Reserve	-1,200.00	185,063.07 ^h
Transfer	10/27/2025	TC paint project	11220 · Building Reserve	-657.55	184,405.52 ^h
Transfer	03/19/2026	Shed	11220 · Building Reserve	-984.89	183,420.63 ^g
Transfer	03/19/2026	Shed supplies	11220 · Building Reserve	-21.46	183,399.17 ^g
Transfer	03/19/2026	Shed supplies	11220 · Building Reserve	-259.03	183,399.17 ^g
Total 11220 · Building Reserve				-3,122.93	183,399.17

Legend

- STA Receipts and Interest a
- Transfers Out e
- Transfers In f
- Capital Purchase g
- Repair and Maint h

Type	Date	Memo	Account	Amount	Balance
11230 · Equipment Reserve					
Transfer	10/27/2025	Silke	11230 · Equipment Reserve	-13,265.66	64,185.87 ^g
Transfer	10/27/2025	Shop computer	11230 · Equipment Reserve	-1,266.11	62,919.76 ^g
Transfer	10/27/2025	IT	11230 · Equipment Reserve	-16,944.00	45,975.76 ^h

Total 11230 · Equipment Reserve -31,475.77 **45,975.76**

Legend

- STA Receipts and Interest **a**
- Transfers Out **e**
- Transfers In **f**
- Capital Purchase **g**
- Repair and Maint **h**

12:52 PM
03/24/26

AMADOR TRANSIT
Annual Budget vs. Actual
February 2026 68% of FY

Accrual Basis

	Jul '25 - Feb 26	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
41000 · FARE REVENUE				
41100 · FIXED ROUTE REVENUE	29,056.94	50,000.00	-20,943.06	58.1%
41200 · DIAL-A-RIDE REVENUE	32,888.79	52,000.00	-19,111.21	63.2%
41275 · N.E.M.T	262.60	20,000.00	-19,737.40	1.3%
Total 41000 · FARE REVENUE	62,208.33	122,000.00	-59,791.67	51.0%
42000 · NON-FARE REVENUES				
41350 · LCTOP Operating Funds	101,006.00	101,006.00	0.00	100.0%
42100 · LOCAL TRANSP FUND(LTF)	507,942.28	748,565.00	-240,622.72	67.9%
42250 · SGR Funds	29,505.00	72,299.00	-42,794.00	40.8%
42270 · 5339(a) FLEET REIMBURSEMENT	0.00	527,880.00	-527,880.00	0.0%
42300 · 5311 Operating Assistance	239,977.04	357,467.00	-117,489.96	67.1%
42400 · 5310 Expanded Mobility	200,000.00	200,000.00	0.00	100.0%
42500 · ADVERTISING CONTRACT	43,941.24	58,350.00	-14,408.76	75.3%
42700 · STA -Capital Allocation				
42701 · STA - Capital Reserves	100,410.15	0.00	100,410.15	100.0%
Total 42700 · STA -Capital Allocation	100,410.15	0.00	100,410.15	100.0%
42705 · STA FUNDS - OPERATING ASSIST.	88,393.00	410,513.00	-322,120.00	21.5%
44000 · REFUNDS & REIMBURSEMENTS	857.34	0.00	857.34	100.0%
Total 42000 · NON-FARE REVENUES	1,312,032.05	2,476,080.00	-1,164,047.95	53.0%
Total Income	1,374,240.38	2,598,080.00	-1,223,839.62	52.9%
Gross Profit	1,374,240.38	2,598,080.00	-1,223,839.62	52.9%
Expense				
50010 · LABOR				
50100 · SALARIES & WAGES - Fixed Route	184,389.03	288,544.00	-104,154.97	63.9%

AMADOR TRANSIT
Annual Budget vs. Actual
February 2026 68% of FY

Accrual Basis

	Jul '25 - Feb 26	Budget	\$ Over Budget	% of Budget
50200 · SALARIES & WAGES - DAR	115,192.53	168,474.00	-53,281.47	68.4%
50300 · MAINT. & FACILITIES WAGES	98,808.66	160,747.00	-61,938.34	61.5%
50400 · ADMINISTRATIVE WAGES	138,283.25	311,500.00	-173,216.75	44.4%
50500 · OTHER SALARIES & WAGES	84,369.58	129,398.00	-45,028.42	65.2%
Total 50010 · LABOR	621,043.05	1,058,663.00	-437,619.95	58.7%
51000 · BENEFITS				
51100 · FICA	10,741.89	15,500.00	-4,758.11	69.3%
51150 · PENSION PLAN (CalPERS)	113,800.42	203,103.00	-89,302.58	56.0%
51200 · MEDICAL PLAN	18,360.79	58,250.00	-39,889.21	31.5%
51260 · DENTAL PLAN	4,250.06	8,525.00	-4,274.94	49.9%
51300 · VISION PLAN	617.73	1,275.00	-657.27	48.4%
51350 · WORKERS COMP INS	61,072.00	84,556.00	-23,484.00	72.2%
51420 · DISABILITY INSURANCE	7,918.47	10,500.00	-2,581.53	75.4%
51450 · UNEMPLOYMENT INSURANCE	1,794.07	3,350.00	-1,555.93	53.6%
51600 · UNIFORMS/WORK CLOTHES ALLOW	2,876.77	3,200.00	-323.23	89.9%
51650 · OTHER BENEFITS	1,133.22	1,800.00	-666.78	63.0%
Total 51000 · BENEFITS	223,422.58	390,059.00	-166,636.42	57.3%
52000 · SERVICES & USER FEES				
52100 · VEHICLE TECH SERV-OUTSOURCE	16,921.15	28,000.00	-11,078.85	60.4%
52150 · PROPERTY MAINTENANCE SERVICES	4,661.89	6,000.00	-1,338.11	77.7%
52250 · LEGAL COUNSEL	1,092.43	5,000.00	-3,907.57	21.8%
52300 · ADVERTISING & MARKETING	7,148.23	12,500.00	-5,351.77	57.2%
52400 · SOFTWARE MAINTENANCE FEES	18,644.73	26,500.00	-7,855.27	70.4%
52420 · DRUG & ALCOHOL SERVICES	3,640.00	4,000.00	-360.00	91.0%
52500 · FACILITY SECURITY SYSTEM	3,897.50	4,500.00	-602.50	86.6%
52550 · GSA COST ALLOC-(POSTAGE/PRINT)	376.53	500.00	-123.47	75.3%
52600 · PROFESSIONAL & TECH SERVICES	5,020.67	11,000.00	-5,979.33	45.6%
52610 · Fees Bank, Merchant, Service	663.11	800.00	-136.89	82.9%

AMADOR TRANSIT
Annual Budget vs. Actual
February 2026 68% of FY

Accrual Basis

	Jul '25 - Feb 26	Budget	\$ Over Budget	% of Budget
Total 52000 · SERVICES & USER FEES	62,066.24	98,800.00	-36,733.76	62.8%
53000 · MATERIALS & SUPPLIES CONSUMED				
53100 · FUEL	104,830.87	151,000.00	-46,169.13	69.4%
53150 · TIRES	12,424.87	24,000.00	-11,575.13	51.8%
53200 · LUBRICATION	2,232.80	2,500.00	-267.20	89.3%
53250 · TOOLS	784.53	1,500.00	-715.47	52.3%
53300 · VEHICLE MAINT-REPAIR PARTS	21,909.05	40,000.00	-18,090.95	54.8%
53350 · SHOP SUPPLIES (Consumables)	2,308.56	3,500.00	-1,191.44	66.0%
53400 · VEHICLE ACCESSORIES	165.03	800.00	-634.97	20.6%
53425 · TOWING	450.00	1,500.00	-1,050.00	30.0%
53450 · FACILITIES MAINT/REPAIR PARTS	3,500.91	4,250.00	-749.09	82.4%
53550 · OFFICE SUPPLIES	2,832.01	3,500.00	-667.99	80.9%
53650 · PRINTING (Schedules, Brochures)	1,433.76	2,750.00	-1,316.24	52.1%
53700 · SAFETY & EMERGENCY SUPPLIES	1,007.47	1,400.00	-392.53	72.0%
Total 53000 · MATERIALS & SUPPLIES CONSUMED	153,909.74	236,700.00	-82,790.26	65.0%
54000 · UTILITIES				
54100 · AT WATER/SEWER/GARBAGE	5,155.27	6,200.00	-1,044.73	83.1%
54200 · AT -PGE/NATURAL GAS	2,125.92	3,700.00	-1,574.08	57.5%
54300 · TRANSIT CTR/WATER/SEWER/GARB	2,583.86	2,700.00	-116.14	95.7%
54400 · TRANSIT CENTER-PGE	602.72	1,100.00	-497.28	54.8%
54500 · OFFICE PHONES/INTERNET/CELL	11,438.74	14,400.00	-2,961.26	79.4%
Total 54000 · UTILITIES	21,906.51	28,100.00	-6,193.49	78.0%
56000 · CASUALTY & LIABILITY COSTS				
56100 · LIABILITY & PROPERTY DAMAGE INS	131,657.15	158,000.00	-26,342.85	83.3%
Total 56000 · CASUALTY & LIABILITY COSTS	131,657.15	158,000.00	-26,342.85	83.3%
58000 · MISCELLANEOUS				
58050 · DUES & SUBSCRIPTIONS	2,604.24	2,500.00	104.24	104.2%
58200 · TRAVEL & MEETINGS	648.84	800.00	-151.16	81.1%

12:52 PM

03/24/26

Accrual Basis

AMADOR TRANSIT

Annual Budget vs. Actual
February 2026 68% of FY

	Jul '25 - Feb 26	Budget	\$ Over Budget	% of Budget
58300 · SAFETY PROGRAM/TRAINING	1,927.84	3,500.00	-1,572.16	55.1%
58450 · CDL/ DOT MED/BKGrnd Checks	691.10	1,800.00	-1,108.90	38.4%
58500 · Finance charges/Late fees	0.00	25.00	-25.00	0.0%
Total 58000 · MISCELLANEOUS	5,872.02	8,625.00	-2,752.98	68.1%
59000 · LEASES / RENTALS				
59100 · Leases & Rentals	6,174.65	11,000.00	-4,825.35	56.1%
Total 59000 · LEASES / RENTALS	6,174.65	11,000.00	-4,825.35	56.1%
Total Expense	1,226,051.94	1,989,947.00	-763,895.06	61.6%
Net Ordinary Income	148,188.44	608,133.00	-459,944.56	24.4%
Other Income/Expense				
Other Expense				
60000 · CAPITAL RESERVES ALLOCATION				
60125 · Cap.Reserve-Equipment	34,796.10	0.00	34,796.10	100.0%
60150 · Cap.Reserve-Building	2,020.42	0.00	2,020.42	100.0%
60175 · Cap.Reserve-Fleet	25,166.62	0.00	25,166.62	100.0%
Total 60000 · CAPITAL RESERVES ALLOCATION	61,983.14	0.00	61,983.14	100.0%
Total Other Expense	61,983.14	0.00	61,983.14	100.0%
Net Other Income	-61,983.14	0.00	-61,983.14	100.0%
Net Income	86,205.30	608,133.00	-521,927.70	14.2%


AMADOR TRANSIT
STATEMENT OF NET POSITION
February 2026

	<u>Feb 28, 26</u>
ASSETS	
Current Assets	
Checking/Savings	
11100 · 3670 NewWF Checking - Operating	135,628.12
11200 · 8794 Wells Fargo Savings Res	
11210 · Fleet Reserve	329,068.31
11220 · Building Reserve	184,405.52
11230 · Equipment Reserve	45,975.76
	<hr/>
Total 11200 · 8794 Wells Fargo Savings Res	559,449.59
11300 · 8802 Wells Fargo Savings-Grants	
10700 · SGR Funds	62,581.93
	<hr/>
Total 11300 · 8802 Wells Fargo Savings-Grants	62,581.93
	<hr/>
Total Checking/Savings	757,659.64
Accounts Receivable	
12000 · ACCOUNTS RECEIVABLE	5,768.75
12015 · State of GR Receivable	29,683.00
	<hr/>
Total Accounts Receivable	35,451.75
Other Current Assets	
13000 · Pre-Paid expenses	
13100 · Prepaid Insurance	4,865.55
13200 · Pre-Paid IT Service Contract	1,737.00
	<hr/>
Total 13000 · Pre-Paid expenses	6,602.55
	<hr/>
Total Other Current Assets	6,602.55
	<hr/>
Total Current Assets	799,713.94
Fixed Assets	
15100 · LAND	254,026.00
15200 · BUILDING	2,420,401.21
15300 · EQUIPMENT	
15500 · COMPUTERS AND SOFTWARE	27,833.13
15300 · EQUIPMENT - Other	192,785.38
	<hr/>
Total 15300 · EQUIPMENT	220,618.51
15400 · Buses	
15450 · Bus Equipment	23,986.01
	<hr/>
Total 15400 · Buses	23,986.01
16000 · ACCUMULATED DEPRECIATION	(2,914,190.00)
	<hr/>
Total Fixed Assets	4,841.73
	<hr/>
TOTAL ASSETS	804,555.67

AMADOR TRANSIT
STATEMENT OF NET POSITION
February 2026

	<u>Feb 28, 26</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	22,661.79
Other Current Liabilities	1,131,282.53
Total Current Liabilities	<u>1,153,944.32</u>
Long Term Liabilities	
22400 · Pension Liability	1,161,301.00
26100 · Deferred Inflow Pension	162,859.00
Total Long Term Liabilities	<u>1,324,160.00</u>
Total Liabilities	<u>2,478,104.32</u>
TOTAL LIABILITIES & EQUITY	<u><u>2,478,104.32</u></u>

<  **Brandee Conner McCann** ...
11h · 

Worked with Wendy Bright today at Amador Transit  to set up one of our residents with Dial A Ride. She was so helpful. And now, our resident gets to keep his independence while he cannot drive. Thank you so much Wendy! Your help is not only appreciated, but will monumentally change this seniors world!!! Amador Transit and their staff is like no other.





TO: AT BOARD OF DIRECTORS
FROM: April Miller, General Manager
DATE: April 2, 2026
RE: Acquisition of Mechanic Tool Chest and Tools

Following the retirement of longtime Amador Transit mechanic, Cheryl Millikan, management has identified an opportunity to acquire her Snap-On tool chest and accompanying tools at approximately half of their market value. Currently, Amador Transit does not own a dedicated set of mechanic tools or a tool chest, relying instead on employees to supply their own equipment.

Management recommends purchasing this equipment to establish a permanent, organization-owned asset that will support current and future maintenance operations.

Board approval is requested to proceed with the acquisition using building equipment reserve funds for \$6021.07



Snap-On 76" Classic 96 Triple-Bank 18-Drawer Chest
This is a Snap-On 18-Drawer Classic 96 Triple-Bank 76-inch tool chest in black with stainless steel accents.
Model Number KRA2418PCSS.

Measures overall 76 inches wide, including the handle, and 73.5 inches without.

The drawers are all ball-bearing glides with high weight capacity and locking doors with rolling large wheels.

USED \$ 4,000.00 storage
USED \$ 2,021.07 tools
= \$ 6,021.07



3/8" Drive Dual 80® Technology Compact Flex-Head Ratchet

FCF72

\$ 152.47 = \$76.23



- 12 pc 3/8" Drive 6-Point Metric Flank Drive® Deep Socket Set (8-19 mm)
- 212SFSMY
- \$421.30 = \$210.65



- 11 pc 3/8" Drive 6-Point SAE Flank Drive® Deep Socket Set
- 211SFSY
- \$406.22 = \$203.11

-
- Kobalt 72-Tooth 1/2-in Drive Comfort Grip Handle Flexible Head Ratchet | 81745
 - \$ 80.49 = \$40.24
 - Lowe's



- Flex Ratcheting MM Combination Wrench Set (7-Piece)

- \$53.83 = \$26.91

-



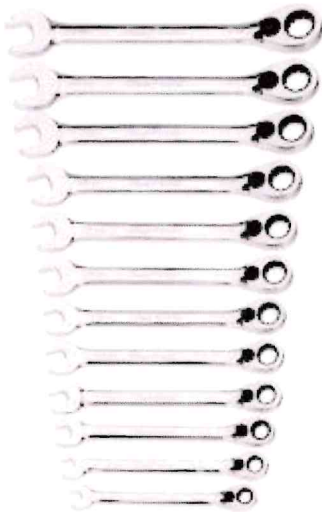
12 pc Metric 15° Offset Short
Ratcheting Combination Wrench Set (8-19 mm)

- \$461.17 = \$230.58



TQFR250E 250 FT TORQUE WRENCH

\$399.55 = **\$199.77**



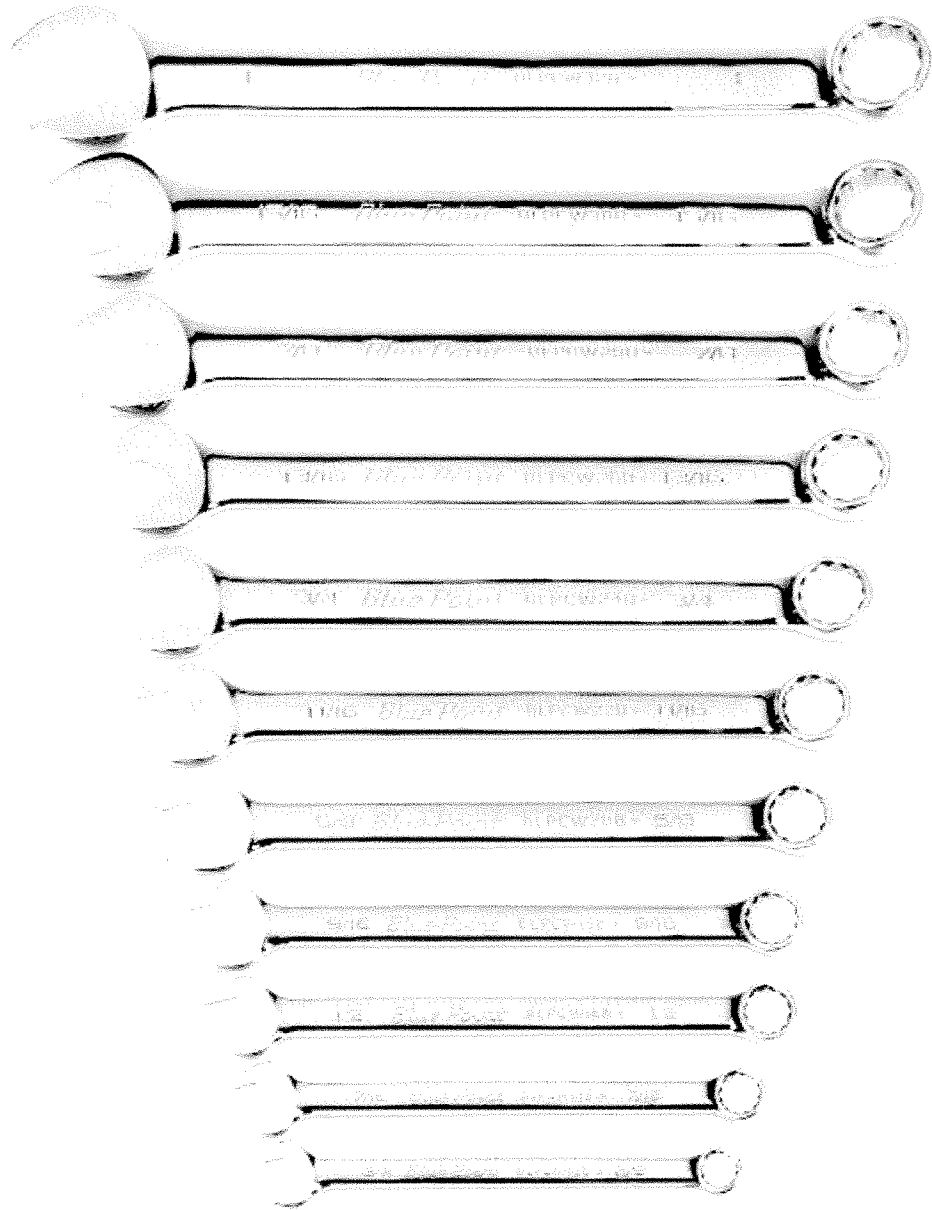
12 pc 12-Point Metric 15° Offset Ratcheting
Combination Wrench Set (8-19 mm) (Blue-Point®)

BOERM712

\$499.96 = **\$249.98**

11 pc 12-Point SAE Combination Wrench Set (BLUE
POINT)

- Item
- BLPCWS711B



• \$352.34 = \$176.17



EECT24H 24 V Classic Bulb Circuit Tester

\$66.09 = \$33.04



3/8 DR 6 PT 7 MM DP SKT 23.65 / 2 = \$ 11.82



100-Position MM Double Ratcheting Wrench Set (6-Piece)

\$37.68 = \$18.84

1-1/4" 12-Point SAE Flank Drive® Combination Wrench



- SOEX40
- \$181.50 = \$90.75



1-1/8" 12-Point SAE Flank Drive® Plus Combination Wrench

- SOEX36
- \$160.01 = \$80.00

1-1/16" 12-Point SAE Flank Drive® Plus Combination Wrench



- SOEX34
- \$134.69 = \$67.35


21 mm 12-Point Metric Flank Drive® Plus Combination
Wrench
Previous



SOEXM21

\$81.62 = \$40.81

SET INCLUDES **8** Pc.



x8
SAE COMBINATION
RATCHETING WRENCH

SIZES	5/16"	7/16"	9/16"	11/16"
	3/8"	1/2"	5/8"	3/4"

SAE 90-Tooth Combination Ratcheting Wrench Tool Set with Tray (8-Piece)

\$67.85 = **\$33.92**



12 Point Long Combination Wrench 30 mm

\$56.01 = **\$28.00**



Wire Stripper/ Cutter (Blue-Point®)

- PWC6
- \$33.13 = \$16.56



Snap-on Cable Clamp Pliers

\$96.70 = \$48.35



Screwdriver Handle Pry Bar Set: Chisel End,
12 in_18 in_25 in Overall Lg, 1/8 in_7/16 in Bar Wd
\$77.93 = \$38.96



8 pc Combination Drive Metric Hex Bit
Stubby Socket Driver Set (3-10 mm)

- 208EFTAMXS
- \$198.06= \$99.03



TO: AT BOARD OF DIRECTORS
FROM: April Miller, General Manager
DATE: April 2, 2026
RE: LCTOP CYCLE A Grant Application due April 28, 2026

The Lone/Plymouth Dial-A-Ride expansion service has been successful in increasing ridership by providing transportation to dispersed residents who would otherwise not have access to transportation to Jackson-Sutter Creek. The LCTOP grant program allows viable projects for continuous funding up to 5 years, in this case, AT's first year of Dial-A-Ride service to Lone and Plymouth. The SCO funding allocation for FY25/26 Cycle A is **\$68,906**. Cycle B is expected to be released in late July 2026.

AT is proposing the submittal of 1 project:

1. To supplement the operating costs of the DAR service expansion of Plymouth and Lone for the first year.

Staff requests board consent authorizing AT to submit the proposed project for the FY 25/26 LCTOP Grant.



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

February 27, 2026

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2025-26 Low Carbon Transit Operations Program.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@sco.ca.gov with any questions or for additional information. Thank you.

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2026.02.27 08:49:31 -08'00'

Melma Dizon
Manager, Local Apportionments Section

Enclosure:

Low Carbon Transit Operations Program Eligible Allocation Summary

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2025-26 - ELIGIBLE ALLOCATION SUMMARY
FEBRUARY 27, 2026**

Regional Entity	PUC 99313 Allocation	PUC 99314 Allocation	Total Allocation
	A	B	C = (A + B)
Metropolitan Transportation Commission	\$ 12,875,087	\$ 35,581,787	\$ 48,456,874
Sacramento Area Council of Governments	3,389,088	1,150,810	4,539,898
San Diego Association of Governments	1,600,012	395,543	1,995,555
San Diego Metropolitan Transit System	3,932,989	1,628,526	5,561,515
Tahoe Regional Planning Agency	185,263	10,493	195,756
Alpine County Transportation Commission	1,979	149	2,128
Amador County Transportation Commission	66,527	2,379	68,906
Butte County Association of Governments	348,963	18,930	367,893
Calaveras County Local Transportation Commission	75,202	926	76,128
Colusa County Local Transportation Commission	37,038	1,642	38,680
Del Norte County Local Transportation Commission	44,635	2,384	47,019
El Dorado County Local Transportation Commission	298,480	20,171	318,651
Fresno County Council of Governments	1,743,854	310,501	2,054,355
Glenn County Local Transportation Commission	49,385	1,388	50,773
Humboldt County Association of Governments	225,020	38,194	263,214
Imperial County Transportation Commission	313,607	28,946	342,553
Inyo County Local Transportation Commission	31,613	0	31,613
Kern Council of Governments	1,553,684	94,349	1,648,033
Kings County Association of Governments	258,983	10,322	269,305
Lake County/City Council of Governments	113,091	5,815	118,906
Lassen County Local Transportation Commission	48,287	2,178	50,465
Los Angeles County Metropolitan Transportation Authority	16,608,322	21,995,875	38,604,197
Madera County Local Transportation Commission	273,418	8,877	282,295
Mariposa County Local Transportation Commission	28,447	851	29,298
Mendocino Council of Governments	151,048	11,164	162,212
Merced County Association of Governments	492,828	23,128	515,956
Modoc County Local Transportation Commission	14,278	1,255	15,533
Mono County Local Transportation Commission	21,329	32,922	54,251
Transportation Agency for Monterey County	737,915	228,913	966,828
Nevada County Local Transportation Commission	168,750	8,068	176,818
Orange County Transportation Authority	5,339,630	1,920,979	7,260,609
Placer County Transportation Planning Agency	545,496	77,027	622,523
Plumas County Local Transportation Commission	31,756	4,978	36,734
Riverside County Transportation Commission	4,196,536	675,953	4,872,489
Council of San Benito County Governments	112,364	1,765	114,129
San Bernardino County Transportation Authority	3,711,888	783,924	4,495,812
San Joaquin Council of Governments	1,355,085	300,836	1,655,921
San Luis Obispo Area Council of Governments	469,718	32,700	502,418
Santa Barbara County Association of Governments	751,874	190,308	942,182
Santa Cruz County Transportation Commission	443,441	406,657	850,098
Shasta Regional Transportation Agency	303,016	15,829	318,845
Sierra County Local Transportation Commission	5,331	207	5,538
Siskiyou County Local Transportation Commission	72,829	3,163	75,992
Stanislaus Council of Governments	934,545	52,899	987,444
Tehama County Transportation Commission	109,010	2,268	111,278
Trinity County Transportation Commission	26,710	888	27,598
Tulare County Association of Governments	819,265	85,195	904,460
Tuolumne County Transportation Council	91,404	2,369	93,773
Ventura County Transportation Commission	1,394,011	228,600	1,622,611
State Totals	\$ 66,403,031	\$ 66,403,031	\$ 132,806,062



TO: AT BOARD OF DIRECTORS
FROM: April Miller, General Manager
DATE: April 2, 2026
RE: Proposed Policy Language Addition to Reserve Funds Transfer Policy

Purpose of Proposed Revision

Per direction provided at the March 2026 Board meeting, staff is bringing forward the previously adopted Reserve Fund Transfer Policy (approved in 2019) for review and consideration of proposed updates. The purpose of this revision is to clarify authorization levels, improve operational efficiency, and strengthen financial oversight related to the use of reserve and depreciation funds.

Summary of Proposed Changes

The proposed language:

- Authorizes the General Manager to approve and utilize reserve or depreciation funds for qualifying capital repairs and replacements
- Establishes a spending limit of \$5,000 per occurrence without prior Board approval
- Requires alignment with the organization's reserve or capital replacement plan
- Mandates documentation and reporting of all such expenditures to the Board
- Clarifies that expenditures exceeding thresholds or outside standard purposes require prior Board approval



RESERVE FUNDS TRANSFER POLICY

Revised June 2020
Revised March 2026

Summary

This Reserve Funds Transfer Policy establishes guidelines for reserve funds for Amador Transit (AT), including the target balance, anticipated uses and approvals for the use of reserve funds.

Introduction

The Reserve fund policies and practices of AT are based on prudent financial management. The primary goal of the Reserve Funds Transfer Policy is to establish guidelines for reserve funds at AT, including the target balances, applicable funding sources, anticipated uses and approvals for the use of reserve funds.

Objective

Establishing reserve funds provides a means for dealing with emergency or high-priority situations which could not otherwise be funded in the near term.

AT Objectives for reserve funding are:

- a) To provide adequate funds to support legitimate operating expenditures;
- b) To enable Amador Transit to sustain operations through delays in the receipt of committed funds and to accept reimbursable contracts and grants without jeopardizing ongoing operations;
- c) To promote public confidence in the long-term sustainability of Amador Transit by preventing chronic cash flow crises; and
- d) To create an internal line of credit to manage cash flow and maintain financial flexibility.

Establishing a Reserve Fund

All reserve funds shall be established by the Board. Reserve accounts shall be established upon the adoption of a resolution that must specify;

- a) Purpose of the reserve and eligible use(s);
- b) Establishment of eligible uses of funding;
- c) Source/type of the funding;
- d) Minimum funding level, if applicable.

Management of Reserves

Unless otherwise stated, all reserves shall be part of the fiscal year-end financial analysis, staff prepares and presents to AT Board. This information will also be included within the annual budgetary report. All reporting of reserve accounts will satisfy the objective of being self-explanatory and easy to understand

Applicable Funding Sources

Such funds are identified as follows:

- a) State Transit Assistance (STA)
- b) Local Transportation Funds (LTF)
- c) Miscellaneous income;
- d) Rental Income
- e) Refunds
- f) Income received from the sale of assets or other miscellaneous items

Anticipated Uses of Operating Fund Transfers from Reserve Funds

A reserve fund is intended to be used for one-time non-recurring purposes, unless otherwise approved by the AT Board. A reserve fund is intended to be used only under unusual financial circumstances, not to balance the annual operating budget. Below are some examples of potential uses for a reserve fund:

- a) Spikes in the cost of fuel or other materials;
- b) Opportunities to advance urgent, high-priority needs;
- c) Unforeseen withdrawal or cutback in a revenue source.

However, none of these circumstances shall be deemed to obligate the Board to approve use of Reserve funds.

Approval for transferring Reserve Funds to Operating Cash

Each proposed request to transfer funds from Reserves to operating cash will be subject to Board approval. For each transfer request from Reserve funds, the Board will approve a resolution which will describe the need to transfer Reserve funds, the uses for which Reserve funds will be expended and the manner in which it will be replenished.

Authorization for Capital Repairs and Use of Reserve/Depreciation Funds

The General Manager is further authorized to utilize available reserve or depreciation funds for eligible capital repairs or replacements that are consistent with the purpose of such funds, including the repair, replacement, or restoration of capital assets. Use of reserve or depreciation funds under this authority shall be subject to the following conditions:

1. The expenditure does not exceed Five Thousand Dollars (\$5,000) per occurrence.
2. The use of such funds aligns with the organization's reserve or capital replacement plan, if applicable.

3. The General Manager documents the purpose and funding source of the expenditure; and
4. All such uses of reserve or depreciation funds are reported to the Board at the next regular Board meeting.

Any single capital repair expenditure exceeding \$5,000, or a series of related expenditures that collectively exceed \$5,000, or any non-routine use of reserve or depreciation funds outside their intended purpose, shall require prior approval from the Board of Directors.

CAPITAL REPLACEMENT PROGRAM RESERVE FUND POLICY

Purpose

A Capital Replacement Program Reserve Fund will be developed to build up funds in anticipation of future capital replacement expenditures.

Objective

The intent is to build up a reserve of funds before potential capital expenditures would be incurred in or after the current fiscal year, which would fund the expenditures either in full or as the local match. When future capital expenditures would be incurred, the AT Board would authorize the use of the money in the Capital Replacement Reserve Fund.

Calculating the Reserve Amount

The recommended amount required for the Capital Reserve Fund is calculated by agency management staff based on actual expenditure needs: i.e. capital equipment and vehicle replacement match, adjustments for extraordinary expenditures (e.g. one-time expenditures)

This reserve fund shall be a targeted minimum percentage of 25% proportional to the depreciation schedule needs of those respected fund accounts and should be added as the targeted minimum available balance.

Review of Policy

This policy will be presented and reviewed every year by the Board upon presenting AT's preliminary budget, at minimum, by the Finance Committee, or sooner if warranted by internal or external events or changes. Changes to the Policy will be recommended by the Finance Committee to the Board of Director~~s~~.

AMADOR TRANSIT

Expenditures

March 2 - 27, 2026

Date	Name	Memo	Amount
51000 ☐ BENEFITS			
51150 ☐ PENSION PLAN (CalPERS)			
03/16/2026	CalPERS	1899375431	437.67
03/16/2026	CalPERS	1899375431	8,137.33
Total 51150 ☐ PENSION PLAN (CalPERS)			8,575.00
51600 ☐ UNIFORMS/WORK CLOTHES ALLOW			
03/23/2026	Amador Transit - Petty Cash	Sosa	100.00
Total 51600 ☐ UNIFORMS/WORK CLOTHES ALLOW			100.00
Total 51000 ☐ BENEFITS			8,675.00
52000 ☐ SERVICES & USER FEES			
52150 ☐ PROPERTY MAINTENANCE SERVICES			
03/27/2026	Moppin Mamas Cleaning Servi...	March	280.00
Total 52150 ☐ PROPERTY MAINTENANCE SERVICES			280.00
52250 ☐ LEGAL COUNSEL			
03/04/2026	Peterson Watts Law Group LLP		483.36
Total 52250 ☐ LEGAL COUNSEL			483.36
52300 ☐ ADVERTISING & MARKETING			
03/02/2026	KVGC 1340 AM	Feb Ads	500.00
03/06/2026	Ledger Dispatch	DD Days	120.00
03/02/2026	Ledger Dispatch	Annual	160.00
03/02/2026	Ledger Dispatch	Feb Ad	100.00
Total 52300 ☐ ADVERTISING & MARKETING			880.00
52400 ☐ SOFTWARE MAINTENANCE FEES			
03/26/2026	U.S. BANK	All Data Annual Renewal	1,500.00
Total 52400 ☐ SOFTWARE MAINTENANCE FEES			1,500.00
52500 ☐ FACILITY SECURITY SYSTEM			
03/04/2026	Signal Service	repair settings for shtc	500.00
Total 52500 ☐ FACILITY SECURITY SYSTEM			500.00
52550 ☐ GSA COST ALLOC-(POSTAGE/PRINT)			
03/09/2026	Amador County General Servi...		32.32
Total 52550 ☐ GSA COST ALLOC-(POSTAGE/PRINT)			32.32
52600 ☐ PROFESSIONAL & TECH SERVICES			
03/04/2026	AMI Studios	2/2026-2/2027 web hosting	225.00
03/03/2026	Balancing The Books	941 Discrep.	100.00
03/02/2026	Dan Riordan	Finance Meeting	100.00
03/04/2026	Hockaday Heating and Air	Service, coils, filters AT	543.00
03/02/2026	John Plasse	Finance Meeting	100.00
03/12/2026	Patrick Crew	Personnel Meeting	100.00
03/20/2026	Patrick Crew	Personnel Meeting w/Atty	100.00
03/12/2026	Sandra Staples	Personnel meeting	100.00
Total 52600 ☐ PROFESSIONAL & TECH SERVICES			1,368.00
Total 52000 ☐ SERVICES & USER FEES			5,043.68
53000 ☐ MATERIALS & SUPPLIES CONSUMED			
53100 ☐ FUEL			
03/04/2026	Hunt & Sons, Inc.		6,063.12
03/16/2026	Hunt & Sons, Inc.		8,627.79
Total 53100 ☐ FUEL			14,690.91

AMADOR TRANSIT

Expenditures

March 2 - 27, 2026

Date	Name	Memo	Amount
53150 TIRE			
03/24/2026	Big Brand Tire & Service	stock 200 series	356.97
03/24/2026	Big Brand Tire & Service	Stock 400 series	321.84
03/24/2026	Big Brand Tire & Service	Stock 400 series	621.44
03/18/2026	Big Brand Tire & Service	Bal and mount recaps	70.00
Total 53150 TIRE			1,370.25
53200 LUBRICATION			
03/02/2026	U.S. BANK	Gear oil	96.97
Total 53200 LUBRICATION			96.97
53250 TOOLS			
03/06/2026	Lowe's	Jig blades, OSB	42.95
Total 53250 TOOLS			42.95
53300 VEHICLE MAINT-REPAIR PARTS			
03/02/2026	A-Z Bus Sales, Inc.	Assy plate-stow kit, lift lamp assy	481.82
03/24/2026	Auto Zone	Stock bulbs, brakes,belts,rotors	940.28
03/26/2026	Auto Zone	405-fuel pump relay	60.50
03/04/2026	Delta Truck Center	507-DEF tank	634.59
03/10/2026	Delta Truck Center	508- Nitrogen Oxide sensor	1,004.68
03/23/2026	Delta Truck Center	Core	-286.22
03/26/2026	Delta Truck Center	504-o-ring	7.63
03/16/2026	NAPA Auto Parts	303-vac storage canister	154.22
03/02/2026	NAPA Auto Parts	Stock- back up alarms	96.98
03/17/2026	U.S. BANK	Stock Ford Oil	289.70
03/02/2026	U.S. BANK	wiper blades	46.99
03/02/2026	U.S. BANK	Oil filters	92.93
Total 53300 VEHICLE MAINT-REPAIR PARTS			3,524.10
53350 SHOP SUPPLIES (Consumables)			
03/02/2026	Lowe's	Cleaner	24.45
03/10/2026	Lowe's	Caulk	6.43
03/24/2026	NAPA Auto Parts	Brake cleaner	92.84
03/17/2026	U.S. BANK	water	37.35
03/09/2026	U.S. BANK	Cleaner	14.52
03/09/2026	U.S. BANK	Bus wash	175.62
Total 53350 SHOP SUPPLIES (Consumables)			351.21
53400 VEHICLE ACCESSORIES			
03/02/2026	U.S. BANK	Broom Holder	15.34
03/02/2026	U.S. BANK		53.34
Total 53400 VEHICLE ACCESSORIES			68.68
53450 FACILITIES MAINT/REPAIR PARTS			
03/13/2026	Lowe's	Drain cleaner	22.89
03/09/2026	Lowe's	Jig Blade, Disinf.	20.95
03/17/2026	Lowe's	Trash bags	20.45
03/12/2026	Lowe's	Drain cleaner	18.77
03/02/2026	Lowe's	Hooks	10.19
03/06/2026	U.S. BANK	Deposit	-516.71
03/17/2026	U.S. BANK	Brooms	32.33
03/23/2026	U.S. BANK	TP	77.35
03/03/2026	U.S. BANK	bulbs	81.88
03/17/2026	U.S. BANK	PT	152.44
03/02/2026	U.S. BANK		135.96
Total 53450 FACILITIES MAINT/REPAIR PARTS			56.50
53550 OFFICE SUPPLIES			
03/13/2026	U.S. BANK		93.63
03/02/2026	U.S. BANK		7.99
03/02/2026	U.S. BANK		10.72
Total 53550 OFFICE SUPPLIES			112.34

AMADOR TRANSIT
Expenditures
March 2 - 27, 2026

Date	Name	Memo	Amount
03/26/2026	53650 PRINTING (Schedules, Brochures) U.S. BANK		233.36
	Total 53650 PRINTING (Schedules, Brochures)		233.36
	Total 53000 MATERIALS & SUPPLIES CONSUMED		20,547.27
	54000 UTILITIES		
03/12/2026	54100 AT WATER/SEWER/GARBAGE Amador Water Agency		108.46
	Total 54100 AT WATER/SEWER/GARBAGE		108.46
03/16/2026	54200 AT -PGE/NATURAL GAS P.G. & E.		332.53
	Total 54200 AT -PGE/NATURAL GAS		332.53
03/12/2026	54300 TRANSIT CTR/WATER/SEWER/GARB Amador Water Agency		173.89
	Total 54300 TRANSIT CTR/WATER/SEWER/GARB		173.89
03/16/2026	54400 TRANSIT CENTER-PGE P.G. & E.		44.50
	Total 54400 TRANSIT CENTER-PGE		44.50
	Total 54000 UTILITIES		659.38
	56000 CASUALTY & LIABILITY COSTS		
03/17/2026	56100 LIABILITY & PROPERTY DAMAGE INS CalTip	4th Qtr	35,635.09
	Total 56100 LIABILITY & PROPERTY DAMAGE INS		35,635.09
	Total 56000 CASUALTY & LIABILITY COSTS		35,635.09
	58000 MISCELLANEOUS		
03/18/2026	58200 TRAVEL & MEETINGS JB's Awards & Engraving		20.00
	Total 58200 TRAVEL & MEETINGS		20.00
03/18/2026	58300 SAFETY PROGRAM/TRAINING U.S. BANK	Safety meeting	102.05
	Total 58300 SAFETY PROGRAM/TRAINING		102.05
	Total 58000 MISCELLANEOUS		122.05
	59000 LEASES / RENTALS		
03/09/2026	59100 Leases & Rentals Amador County Airport		25.00
03/16/2026	Leaf	100-9142031-001	187.57
03/16/2026	Leaf	100-9142031-001	566.49
	Total 59100 Leases & Rentals		779.06
	Total 59000 LEASES / RENTALS		779.06

AMADOR TRANSIT
Expenditures
March 2 - 27, 2026

Date	Name	Memo	Amount
60000 CAPITAL RESERVES ALLOCATION			
60150 Cap.Reserve-Building			
03/18/2026	Hockaday Heating and Air	Heat exchanger repair HVAC	3,661.00
03/20/2026	Lowe's	Shed	30.65
03/03/2026	Lowe's	Building repair	337.68
03/03/2026	Lowe's	Paint	307.68
03/05/2026	Lowe's	Stain	15.32
Total 60150 Cap.Reserve-Building			<u>4,352.33</u>
Total 60000 CAPITAL RESERVES ALLOCATION			<u>4,352.33</u>
TOTAL			<u><u>75,813.86</u></u>