AMADOR TRANSIT (AT) MINUTES
June 4, 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:
Dan Riordan - City of Sutter Creek, Vice Chairman
Dan Epperson – Board of Supervisors (Alternate for Patrick Crew)
John Plasse - Citizen at Large
Brian Oneto - Board of Supervisors
Sandy Staples - City of Amador City
Wendy Bottomley - City of Plymouth

Absent: None

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 Plasse, seconded by Director Epperson, and unanimously carried to approve the agenda as presented.

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

PUBLIC MATTERS NOT ON THE AGENDA: None

CONSENT AGENDA (Items 1-7):
#2. Ridership Analysis, April 2026: Director Staples and Vice Chairman Riordan expressed their appreciation for the inclusion of a circle chart in the agenda item. Vice Chairman Riordan also highlighted the substantial increase in ridership compared to both the previous year and recent historical trends.

#3. Performance Summary, April 2026: Vice Chairman commended Ms. Miller on the additional column showing the last fiscal (FY) year to date on the report.

#6. Budget/Statement of Net Position, May 2026: Director Plasse questioned whether projected revenues would be met, noting the FY was 92% complete while only 70% of budgeted revenue had been received. Ms. Miller explained that the report reflected current information available at the time agenda packets were prepared and that revenues often lag due to billing cycles and payment timing. She stated that additional deposits were still pending and anticipated revenues would finish very close to the budgeted amount.

Motion: It was moved by Director Staples, seconded by Director Bottomley, and unanimously carried to approve the consent agenda.

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

REGULAR AGENDA ITEMS:

#8. Review and approve the fixed route and Dial-A-Ride (DAR) fare increase by resolution 26-01: Ms. Miller reviewed the staff report, noting the proposed fare increase would be $1 for both fixed route and DAR services. She also highlighted that the agenda item included a breakdown of the proposed increases by zone, as well as a comparison with the fare structures of neighboring transit agencies.

Director Plasse noted that the Finance Committee has discussed several options to address the budget deficit, including fare increases, route reductions, and adjustments to monthly pass pricing. While acknowledging that monthly passes are priced higher than those of neighboring agencies, he recommended leaving them unchanged, noting they are infrequently used and that many social service agencies receive subsidies to offset the cost and Vice Chairman Riordan agreed. He stated that the proposed fixed route and DAR fare increases are expected to generate approximately $50,000 in additional revenue and, while not resolving the deficit, represent a positive step toward improving AT's financial position.

Director Staples noted that monthly passes serve as both an incentive for frequent riders and a reliable source of revenue. However, she cautioned against maintaining current pricing solely because of one (1) protected group. She observed that most discounted passes used by social service agencies are within Zone 1 and would not be impacted by the proposed fare increases. Director Plasse clarified that his comments were intended as a general discussion of fiscal strategy rather than being directed toward any specific group.

Directors continued discussion regarding the monthly bus pass options and agreed not to change the monthly pass cost at this time. Director Plasse clarified the draft resolution will need to be revised to update the language regarding the monthly passes remaining unchanged.

Motion: It was moved by Director Oneto, seconded by Director Plasse, and carried to approve Resolution 26-01 the fare increase of $1.00 to fixed routes and Dial-a-Ride with no changes to the monthly pass rates.

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

#9. Review and approve the route reduction proposal by resolution 26-02: Ms. Miller reviewed her staff report. Director Bottomley asked for clarification on how the DAR service works. Ms. Miller explained that DAR is a door-to-door service for individuals who are unable to utilize the fixed-route system due to a disability. Eligible individuals may apply for the service and once approved schedule rides by contacting AT the day before travel. Discussion followed regarding DAR eligibility requirements, service areas, and deviation policies.

Director Bottomley asked how many times per day the fixed route shuttle services Plymouth, and Ms. Miller responded the route currently operates twice daily. Director Bottomley noted that the proposed route reductions would leave Plymouth residents who are not eligible for DAR services without any public transit options, which Ms. Miller confirmed. Discussion followed regarding the distinction between revenue and non-revenue miles. Director Staples also expressed concern that eliminating the Plymouth fixed route would also eliminate service to Amador City, as it is served by the same route. Director Bottomley then asked when the board could revisit the criteria for reinstating the service if the modifications were implemented. Ms. Miller acknowledged the difficult decisions necessitated by the loss of grant funding and rising operational costs but expressed hope that the issue could be revisited next year, including the possibility of implementing a general public DAR service in the area. Director Bottomley reiterated her concern that Plymouth would effectively lose all transit access and expressed hope that some form of compromise could be reached.

Vice Chairman Riordan asked Ms. Miller how many daily riders who are utilizing the Plymouth and Amador City fixed routes and would likely be ineligible for DAR services. Ms. Miller estimated that the number would be approximately 0.5 to 1.0 riders per day. Ms. Miller further noted that a section of the upcountry route (also recommended for potential route reduction) serving Amador Station averages only one (1) rider, a school student, although she was unsure whether the student was unable or simply chose not to utilize school bus services. Director Plasse commented that the cost to AT for transporting that rider was approximately $198 per ride, per day.

Director Bottomley asked whether the ridership figures for Plymouth included in the agenda item reflected only DAR usage, which Ms. Miller confirmed. Director Epperson then asked whether DAR eligibility requirements could be modified to accommodate individuals residing in areas no longer served by fixed routes. Ms. Miller stated that she hopes to implement a general public DAR service in areas without fixed-route service in the future. Director Plasse noted that an on-demand general public DAR service has been proposed numerous times over the years but has faced resistance. Ms. Miller added that studies currently underway may help identify potential solutions. Vice Chairman Riordan referenced the study being conducted by Cambridge Systematics and expressed hope that it would provide viable alternatives. He acknowledged that while other short-term opportunities may exist, the proposed service modifications represented an immediate response to significant budget deficits and were anticipated to have minimal impacts due to the low ridership levels involved.

Motion: It was moved by Director Plasse, seconded by Director Staples, and unanimously carried to approve Resolution 26-02, service modifications for FY 2026/2027 with modifications as follows:

- Eliminate both Plymouth fixed routes
- Eliminate the 6-6 fixed route shuttle
- Reduce mileage on all four (4) Upcountry routes by designating Sugar Pine Loop as the furthest destination

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

#10. Review and approve the proposed CalPERS Unfunded Accrued Liability (UAL) payment from Reserves by Resolution 26-03: Ms. Miller reviewed her staff report.

Mr. Gedney clarified that the reference in the staff report to satisfying the obligation "in full" pertained only to the interest obligation for the year and not the total CalPERS UAL, noting that the principal balance owed is approximately $1.4 million. He stated that the issue of how best to address the principal balance has been discussed in prior years and further noted that the interest rate reflected on the CalPERS statement included a combination of 12% and 8% rates. Mr. Gedney commented that, in the spirit of partnership and solidarity, ACTC has sufficient funds available to pay the UAL in full. He stated that he would prefer to have AT repay ACTC the interest over a ten-year period rather than AT continue making payments to CalPERS. Adding that, even if AT was ultimately unable to reimburse ACTC, he would still support paying the liability as a means of helping maintain transit operations.

Vice Chairman Riordan asked Mr. Gedney to confirm that ACTC was offering, as a gesture of partnership, to pay the entire principal balance of AT's CalPERS UAL in full rather than requiring AT to continue managing the monthly interest payments. Mr. Gedney confirmed that understanding. Ms. Miller inquired regarding potential details of repayment. Mr. Gedney replied that the expectation would be for AT to repay the amount over approximately 10 to 12 years, equating to roughly $120,000 annually. However, noted that negotiations could take place to determine the repayment plan. Vice Chairman Riordan thanked Mr. Gedney for the offer but acknowledged that a decision of that magnitude could not be made at the current meeting. He then asked the board how it wished to proceed regarding both the immediate interest payment and ACTC's proposal.

Director Oneto stated that he supported moving forward with ACTC's offer, while noting that he believed the funds should ultimately be repaid. Vice Chairman Riordan sought clarification as to whether Director Oneto was proposing that the board proceed with the current agenda item as presented and subsequently explore a payoff arrangement and repayment schedule with ACTC. Director Oneto confirmed that this was his intent.

Director Plasse stated that he also found the wording in the staff report to be misleading. Referring to the budget presented under Agenda Item #11, he noted that the $203,000 budgeted under Line Item #51150 – Pension Plan (CalPERS) should be further broken down to distinguish between interest payments, employer matching contributions, and other applicable pension-related expenses. He reiterated that the previously discussed $118,000 payment applied only to the interest obligation and did not satisfy the UAL in full, emphasizing the importance of clarifying the budget presentation.

Director Epperson agreed and stated that understanding when the payment is due is also important, asking whether paying the approximately $1.4 million liability in full would eliminate the need for the separate $118,000 interest payment. Ms. Miller responded that the payment is due in July. Director Bottomley commented that the interest payment would likely still need to be made this year but questioned whether, if ACTC were to loan the funds, a more manageable interest rate could be established. She also asked how a similar situation could be prevented in the future. Director Plasse replied that, due to the manner in which CalPERS relies on investment returns, there is no way to completely avoid similar unfunded liabilities from occurring in the future. Discussion followed regarding the CalPERS investment structure and the possibility of paying down the obligation moving forward.

Vice Chairman Riordan asked Mr. Gedney whether approving payment of the UAL in full would eliminate the prepayment of interest. Mr. Gedney replied that it appeared it would, which Ms. Miller confirmed, noting that if the prepayment was not made, AT would incur interest costs of approximately $8,300 per month. Mr. Gedney further commented that the CalPERS Classic retirement program is largely responsible for the substantial UAL amounts. He noted that CalPERS attempted to address the issue through the implementation of the Public Employees' Pension Reform Act (PEPRA), under which unfunded liabilities do not accrue in the same manner as under the Classic plan. Director Epperson then asked how many employees currently participate in the Classic plan. Ms. Miller responded that, of AT's 24 employees, she believed approximately five (5) or six (6) remain in the Classic plan. Additional discussion followed regarding the number of employees enrolled in the plan and their anticipated retirement timelines.

Director Plasse expressed concern regarding the continued depletion of the AT reserve accounts in recent years, noting that if the reserves total approximately $300,000, utilizing $118,000 to satisfy the interest obligation would further reduce those balances to roughly $200,000. He asked whether Ms. Miller believed that remaining reserve level would be sufficient, adding that he did not anticipate any immediate drawdowns on the reserves. Ms. Miller confirmed that no significant drawdowns are expected and stated that most major expenses anticipated over the next two (2) years should be reimbursable through grant funding and toll credits. She also noted that additional revenue is expected from the upcoming auction of older diesel buses. Director Plasse commented that the proceeds from those auctions would likely be minimal.

Director Staples asked when the UAL interest payment was due, and Ms. Miller replied that it was due at the beginning of July. Director Staples then asked whether the due date fell after the July board meeting, which could provide the board additional time to discuss the available UAL payment options and ACTC's offer. Ms. Miller noted that AT could elect to make only the monthly interest payment rather than prepay the entire annual interest obligation, thereby allowing additional time to evaluate all available options. Director Plasse emphasized the importance of considering the impact of any interest payments on the reserve accounts, noting that the proposed budget does not include a mechanism for replenishing those reserves. Vice Chairman Riordan summarized the proposed approach as making the monthly interest payment, meeting with the Finance Committee and ACTC to discuss the potential principal payoff and repayment terms and then bringing those recommendations back to the board in July. Director Staples confirmed that understanding, and Ms. Miller requested to be included in those discussions, which the board agreed to.

> **Motion** It was moved by Director Staples, seconded by Director Epperson, and unanimously carried to approve the $8,000 monthly interest payment on the CalPERS Unfunded Accrued Liability and direct staff to work with the Finance Committee and ACTC Executive Director John Gedney to evaluate a potential CalPERS UAL payoff in full in July.

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

#11. Review and approve the preliminary budget for FY 2026/2027: Ms. Miller briefly reviewed the preliminary FY 2026/2027 budget, noting that it incorporates the previously discussed route eliminations and removes the Mobility Specialist position due to the agency not receiving the Federal Transit Administration (FTA) Section 5310 grant that typically funds the position.

Director Plasse inquired why Maintenance and Facility Wages (Line Item #50300) remained essentially unchanged despite the recent retirement within the department. Ms. Miller explained that the position had been filled by a new employee at a significantly lower wage rate. She noted that the FY 2025/2026 budget had already accounted for the previous employee's retirement, as that individual had been on disability leave for over a year. She stated the prior budget for that account was approximately $180,000.

Director Plasse requested that future budget reports differentiate the various CalPERS pension plan charges, such as UAL payments, employer matching contributions, and any other applicable categories. He noted that this distinction would provide current and future board members with a clearer understanding of what is included in the monthly pension expenses.

Director Bottomley commended Amador Transit on its efforts to reduce expenses. Director Plasse suggested that future budgeting could consider basing expenses on a percentage of gross revenue and monitoring trends to proactively manage costs, rather than responding after expenses have already increased beyond expectations.

> **Motion:** It was moved by Director Bottomley, seconded by Director Staples, and unanimously carried to approve the Amador Transit preliminary budget for FY 2026/2027.

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

#12. AT Staff verbal reports, if any: Ms. Miller reported that Caltrans notified AT that it will be conducting its Triennial State Management Review and that the FTA selected AT to participate. A site visit is scheduled for July 17, 2026, and will include a review of AT policies, the drug and alcohol program, records retention processes, and observation of transit operations, including boarding AT buses.

#13. Approve Monthly Claims List:

> **Motion:** It was moved by Director Staples, seconded by Director Plasse, and unanimously carried to approve the monthly claims list.

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

#14. Future Agenda Items:

- Discussion with ACTC regarding the paydown of the CalPERS Unfunded Accrued Liability
- Updated Title VI for board review

ADJOURNMENT:
At 9:53 a.m. the Chairman adjourned the regular meeting to Thursday, July 2, 2026 at 9:00 a.m. at 117 Valley View Way, Sutter Creek, CA 95685.

Patrick Crew

Patrick Crew, Chairman
Amador Transit

ATTEST:

Caitlin Kleven, Recording Clerk

Note: Copies of referenced documents are available at the AT and ACTC offices