



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

EXECUTIVE COMMITTEE AGENDA

DATE: Wednesday, February 4, 2026
TIME: 9:00 a.m.
PLACE: **Lake Transit Authority**
9240 Highway 53
Lower Lake, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 893 8399 1749# Passcode: 506521
(Zoom link provided to the public by request.)

1. Call to Order/Roll Call
2. Public Input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
3. Approval of April 29, 2025 Minutes
4. Lake Transit Operations and Maintenance – Amendment No. 1 to the Agreement with Transportation Concepts (Davey-Bates)
5. Discussion and Recommended Approval of the FY 2026/27 Local Transportation Fund (LTF) Estimate and Budget Allocations (Pedrotti/Davey-Bates/Barrett)
6. Discussion and Recommendation of the Member-at-Large Positions (Parker/Davey-Bates)
7. Northern Rural Energy Network (NREN) Update (Davey-Bates)
8. Reports/Information
9. Adjourn Meeting

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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POSTED: January 29, 2026



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EXECUTIVE COMMITTEE (DRAFT) MEETING MINUTES

Tuesday, April 29, 2025

Location: Small Conference Room

255 Park Street

Lakeport, California

Present

Stacey Mattina, City Council Member, City of Lakeport
Bruno Sabatier, Supervisor, County of Lake
Brad Rasmussen, Supervisor, County of Lake

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
James Sookne, Program Manager – Lake APC
Alexis Pedrotti, Project Manager - Lake APC

Attending via Zoom

Mark Wall – Mark Wall Associates

1. Call to Order/Roll Call

The meeting was called to order at 9:09 am. Members present: Mattina, Sabatier, Rasmussen

2. Public Input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda

None

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

People in attendance not pertinent to the review of proposals and recommendation of a contractor for the management, operations, and maintenance services for Lake Transit Authority excused themselves from the meeting at 9:10 a.m. to allow the Executive Committee members to review and discuss the recommendations presented before them.

Chair Mattina called the end of the closed session and requested those who excused themselves to re-enter to continue the Executive Committee meeting at 9:52 a.m.

Chair Mattina announced that there was no reportable action.

4. Approval of May 29, 2024 Minutes

Director Sabatier made a motion to approve the May 29, 2025 Minutes, as presented. The motion was seconded by Director Rasmussen. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

5. Discussion and Recommended Approval of the FY 25/26 Local Transportation Fund (LTF) Estimate

Alexis stated that this is part of the budget process that began in February and is a requirement of the Transportation Development Act (TDA). The Local Transportation Fund (LTF) is revenue from a ¼ cent sales tax. In the past, APC staff had worked with the Lake County Auditor’s office to come up with a process to develop the annual estimate, but after several years, APC staff developed their own process to come up with the LTF estimate, which has been approved by the APC’s performance auditor.

In FY 24/25, the LTF estimate was \$1,612,679, which was a decrease of 5.88% from the previous year. At that point, staff requested that the Executive Committee take a conservative approach. The Executive Committee chose to move forward with an estimate of \$1.6M. Using the same process for FY 25/26, the formula indicates a 5.78% increase, which would result in an estimate of \$1,705,892. At this time, staff requests that the Executive Committee move forward with an estimate of \$1.7M, with the caveat that the estimate could be amended if necessary. Additionally, LTF revenues for FY 23/24 came in \$388,664 higher than estimated. These unallocated funds will be allocated in the FY 25/26 apportionment.

If the Executive Committee recommended moving forward with the \$1.7M LTF estimate, staff will begin developing the draft budget which will be presented to the Board in May. The Draft FY 25/26 Budget will show the LTF allocations to the Lake APC administration, the 2% Bike and Pedestrian fund, the Consolidated Transportation Services Agency (5%), the Overall Work Program, the reserve fund (5%), and the remaining funds going to public transit.

Director Sabatier asked if it was possible to allocate more than 2% of the LTF revenue towards bike and pedestrian projects. Alexis said that taking additional funds off the top would lead to a decrease in transit funding. Lisa stated that it wasn’t a good idea since the demand for transit funding is already problematic, with LTA having to use reserve funds to balance the FY 24/25 budget.

Director Sabatier made a motion to approve the recommendation for the FY 25/26 LTF Estimate. The motion was seconded by Director Rasmussen. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

6. Discussion and Recommended Approval of the Reallocation of Prior Years Low Carbon Transit Operations Program (LCTOP) Funds

James stated that the Low Carbon Transit Operations Program (LCTOP) provides funding for projects that reduce greenhouse gases (GHGs). The Board had previously approved allocating a total of \$463,988 of LCTOP funds towards a solar canopy over the bus yard at LTA’s maintenance and operations facility. This allocation was based on a budget that was developed prior to the pandemic that didn’t anticipate the current economic climate. Unfortunately, the budget for the new transit center was also developed pre-pandemic and is currently underfunded.

James and Lisa worked with Caltrans to figure out how the LCTOP funds previously allocated to the solar canopy could be utilized on the transit center, ultimately determining that these funds could cover the electric vehicle chargers at the transit center. James stated that he also pulled out \$12,620 to continue funding free rides for youth during the summer. Lisa stated that another

reason to reallocate these funds is that they need to be spent by August of 2026 and the solar canopy wouldn't be ready by then. James stated that he and Lisa felt that the solar canopy would be better funded as part of a larger grant to modernize the operations and maintenance facility for the transition to zero emission vehicles.

If the Executive Committee approves this reallocation, staff will move forward with the reallocation process with Caltrans.

Director Sabatier asked if the electric chargers would be online with the addition of these funds or if they're going to be part of the overall transit center project. James stated that they would be part of the overall project.

Director Sabatier made a motion to approve the reallocation of prior years' Low Carbon Transit Operations Program funds as presented. The motion was seconded by Director Rasmussen. Ayes (3)-Directors Mattina, Rasmussen, Sabatier; Noes (0); Abstain (0); Absent (0).

7. Reports/Information

None.

8. Adjourn Meeting

The meeting was adjourned at 10:13 a.m.

Respectfully Submitted,

DRAFT

James Sookne
Program Manager



LAKE APC & LAKE TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
STAFF REPORT

TITLE: LTA Property Insurance Coverage Update

DATE PREPARED: January 26, 2026

MEETING DATE: February 4, 2026

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

In 2025, Lake Transit Authority (LTA) conducted its procurement process to continue operations of the transit system. Transportation Concepts (TC) became the new contractor effective July 1, 2025. When the Request for Proposals (RFP) was written, staff increased the insurance coverage limits, with the intention of protecting the agency's assets, but a thorough inquiry, or appraisal, wasn't conducted to determine if those limits were reasonable.

Except for the property coverage, TC acquired insurance coverages as outlined in the RFP. Because TC isn't required to provide property insurance coverage with other clients, they were quite surprised to learn that the \$7 million property coverage required per the RFP was astronomically high at \$65,000 (plus taxes and fees) annually.

TC's insurance broker felt the replacement coverage for the property insurance was high. With that in mind, TC hired an independent third-party to conduct an appraisal of the building and surrounding assets. The result of that appraisal concluded that the property insurance requirement was too high. The insurance broker suggested that TC bind coverage at \$2.6 million, which was done. The total cost at the reduced limit is less than half the cost, at \$25,279 annually.

Staff does not have reason to believe that we should require the higher coverage, given the fact that the limits in the RFP were created by staff without an appraisal or in-depth research.

Attached with this staff report you will find a letter by Transportation Concepts which further details the situation, and their request to bind property insurance coverage at the lower limit. They will be available during the Executive Committee meeting to answer questions that may arise.

ACTION REQUIRED: None, however, staff proposes the Executive Committee makes a recommendation to the full LTA Board to authorize the reduction in Property Insurance coverage from \$7m to \$2.6 million per the third-party independent appraisal.

ALTERNATIVES: Keep current level of property insurance coverage at \$7 million.

RECOMMENDATION: Recommendation to full LTA Board to lower Property Insurance limit from \$7 million (as required in the RFP) to \$2.6 million per the appraisal conducted by third-party/independent appraiser.



January 21, 2026

Lisa Davey-Bates
Executive Director
Lake Transit Authority
525 S. Main Street, Suite G
Ukiah, CA 95482

Via Email: ldaveybates@dbcteam.net

Subject: Request for Adjustment to Insurance Coverage Requirement

I would like to revisit the Fire and Casualty Property Damage Insurance requirement for the LTA operations and maintenance facility located at 9240 Highway 53 in Lower Lake. The current Agreement specifies coverage of not less than \$7,000,000 per occurrence.

Following discussions with our insurance broker Marsh McLennan Agency (MMA), we were advised by our broker that, in their opinion, the required coverage (\$7.0M) was far in excess of the replacement cost of the building, estimated by MMA to be between \$2.5M and \$2.75M. To further support this request, I've enclosed an evaluation conducted by Ryan Turner Specialty, a recognized industry leader in property risk assessment, confirming that this revised amount appropriately aligns with current market replacement costs. This evaluation resulted in a current replacement cost of \$2.6M. Included in the policy is the fencing surrounding the property and pavement. We believe that a revised coverage amounts of \$2.6 million more accurately reflects the true replacement cost of the 7,472 sq. ft. steel building, particularly given its one-hour fire rating, automatic sprinkler system, monitored alarm, and fenced/video-monitored yard. These built-in protections substantially mitigate risk and lower the insurable exposure.

Below is the breakdown of the policy.

Building-Replacement Cost, Earthquake	- \$2.6 M
Fencing	- \$21,000
Paving	- \$500,000

At the time we prepared our proposal response to the RFP, we were not aware of the major difference between the RFP coverage requirements and the actual replacement cost of the facility.

It is also important to highlight that none of Transportation Concepts' other transit contracts require the contractor to carry property insurance on agency-owned facilities. Our responsibility is generally limited to general liability, auto, and workers' compensation coverage. Comparable agreements include the City of Redondo Beach, Blythe, CA, and Needles, CA, where the agency maintains property coverage as the owner. Requiring

such coverage under this Agreement creates a unique and significant expense that is not aligned with industry norms or other Transportation Concepts operating agreements.

From a financial perspective, maintaining coverage at \$7 million results in a substantial premium increase. By adjusting the coverage requirement to \$2.6 million, LTA would still enjoy full protection aligned with the building's actual replacement cost, while also reducing unnecessary premium expense and bringing this requirement in line with industry standards.

We respectfully request that the Agreement be amended to reflect this adjustment. We are happy to provide supporting documentation from our insurance broker regarding valuation and premium differences for your review.

Thank you very much for considering this request, and for your continued partnership as we work together to ensure safe, reliable, and cost-effective transit service for the Lake Transit Authority and its riders.

Sincerely,



Brett Baum
Vice President

CC: Dave Mueller
President





LAKE COUNTY/CITY AREA PLANNING COUNCIL
EXECUTIVE COMMITTEE
STAFF REPORT

TITLE: FY 2026/27 LTF Estimate

DATE PREPARED: 1/28/26

MEETING DATE: 2/4/26

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Every year around February, administrative staff begins the budget development process for the upcoming fiscal year. As part of that process, and in accordance with the Transportation Development Act (TDA), the County Auditor's Office is responsible for furnishing the Regional Transportation Planning Agency (RTPA) with the Local Transportation Fund (LTF) estimate for the following year. Local Transportation Funds are derived from ¼ cent of sales tax revenues generated in Lake County. In years past, Lake APC staff has requested estimates from the County Auditor's Office without success, so staff developed a process like the one used by the Mendocino County Auditor's Office, which has proven to be helpful.

The FY 2025/26 LTF estimate, generated through the established formula, suggested a slight increase of 5.78%, bringing the total estimate to \$1,705,891. Based on the same methodology used in prior years, the LTF formula indicates a slight decrease for FY 2026/27. The projected reduction of \$42,818 would bring the total LTF estimate to \$1,663,074. After careful review, staff is proposing that the LTF Fund Estimate be set at \$1,800,000, since LTF revenues have been much higher than the estimate for the past several years. The LTF estimate has been set at \$1,700,000 for the past several years, so this increase is modest.

At first glance, it may seem counterintuitive to recommend an increase when the formula shows a minor decline. However, the LTF estimate is based on actual revenues received during the first six months of the fiscal year, which can fluctuate and do not always reflect full-year performance. Over the past five years, the APC has taken a conservative approach when approving the annual estimate, allowing excess revenue to accumulate and be reallocated at year-end. As shown in the attached table, actual revenues have exceeded \$1,800,000 for several consecutive years.

Given this consistent trend, staff recommends that the Executive Committee consider increasing the FY 2026/27 LTF estimate by \$100,000. Further adjustments can be considered mid-year if revenues come in at a higher, or lower, than expected. In addition, there are \$474,094 of unallocated revenues from fiscal year 2024/25 that will be added to the total funding allocation for the upcoming fiscal year.

Based on the 2026/27 LTF estimate, staff will begin drafting the full Lake APC budget, including LTF allocations for Administration, Bike and Pedestrian (2%) purposes, the Consolidated Transportation Service Authority (5%), Overall Work Program, Reserve (5%) and Transit.

Staff will present the LTF Estimate and Draft Budget together at the April Lake APC Board of Directors meeting. However, it is helpful to review and discuss this proposed recommendations with the Executive Committee prior to that meeting. Following the Executive Committee's discussion and recommendation, staff will proceed with development of the draft FY 2026/27 Lake APC budget.

ACTION REQUIRED:

Provide direction to staff with regards to the Local Transportation Fund (LTF) Estimate for the upcoming FY 2026/27, and the development of the Draft FY 26/27 Lake APC Budget.

ALTERNATIVES:

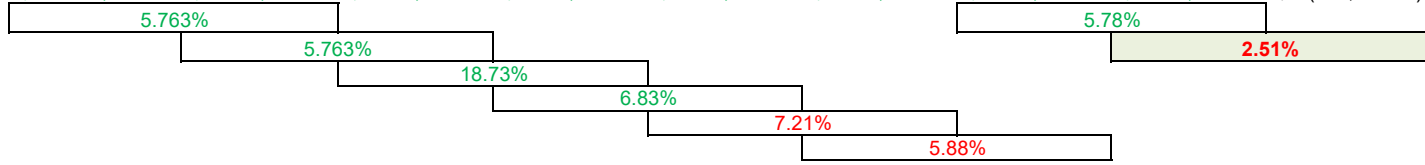
Do not approve the LTF Estimate as presented and offer additional options to move forward with the FY 26/27 Draft Budget development process.

RECOMMENDATION: Staff recommend that the Executive Committee approve moving forward with the development of the FY 2026/2027 Lake APC budget with the Local Transportation Fund (LTF) Estimate of \$1,800,000, with the understanding that an amendment could occur at any time during the fiscal year if needed.

Fiscal Year	FY 2017/18 Actuals	FY 2018/19 Actuals	FY 2019/20 Actuals	FY 2020/21 Actuals	FY 2021/22 Actuals	FY 2022/23 Actuals	FY 2023/24 Actuals	FY 2024/25 Actuals	FY 2025/26 Actuals
July	\$ 95,000.00	\$ 130,775.97	\$ 160,899.23	\$ 161,339.02	\$ 227,713.56	\$ 202,383.00	\$ 184,905.67	\$ 172,569.97	\$ 175,041.28
August	\$ 126,600.00	\$ 128,183.15	\$ 115,673.11	\$ 238,709.89	\$ 176,307.16	\$ 179,719.57	\$ 174,013.45	\$ 205,581.51	\$ 193,071.65
September	\$ 192,819.65	\$ 137,127.61	\$ 137,640.01	\$ 152,686.38	\$ 183,424.49	\$ 167,358.93	\$ 161,871.75	\$ 145,340.74	\$ 164,505.42
October	\$ 103,100.00	\$ 177,980.77	\$ 148,773.88	\$ 201,124.30	\$ 202,982.70	\$ 184,700.06	\$ 168,042.15	\$ 146,897.49	\$ 160,496.11
November	\$ 137,500.00	\$ 123,708.23	\$ 161,359.06	\$ 184,827.58	\$ 186,926.72	\$ 169,215.60	\$ 189,649.59	\$ 227,436.07	\$ 180,625.41
December	\$ 157,460.53	\$ 132,499.23	\$ 133,757.69	\$ 140,342.43	\$ 161,960.42	\$ 147,909.42	\$ 134,426.57	\$ 163,501.96	\$ 161,601.55
January	\$ 104,700.00	\$ 145,104.61	\$ 160,593.97	\$ 149,087.17	\$ 175,640.53	\$ 172,114.49	\$ 141,190.14	\$ 161,460.29	\$ -
February	\$ 139,600.00	\$ 144,108.67	\$ 177,775.04	\$ 215,556.01	\$ 172,914.89	\$ 190,049.45	\$ 233,868.28	\$ 220,003.84	\$ -
March	\$ 144,591.96	\$ 125,338.10	\$ 112,724.41	\$ 116,980.96	\$ 153,160.06	\$ 134,832.18	\$ 137,173.85	\$ 140,930.40	\$ -
April	\$ 93,900.00	\$ 104,604.90	\$ 98,531.91	\$ 141,841.38	\$ 89,017.26	\$ 133,118.77	\$ 128,689.66	\$ 125,603.53	\$ -
May	\$ 143,107.22	\$ 106,825.06	\$ 128,087.82	\$ 198,328.52	\$ 166,899.97	\$ 191,801.63	\$ 193,548.47	\$ 205,155.94	\$ -
June	\$ 128,639.79	\$ 133,591.55	\$ 100,709.34	\$ 203,153.23	\$ 183,335.99	\$ 156,058.90	\$ 141,284.67	\$ 159,612.50	\$ -
Total Fiscal Year	\$ 1,567,019.15	\$ 1,589,847.85	\$ 1,636,525.47	\$ 2,103,976.87	\$ 2,080,283.75	\$ 2,029,262.00	\$ 1,988,664.25	\$ 2,074,094.24	\$ 1,035,341.42
Excess/(Shortfall)	\$ 142,019.15	\$ 113,376.85	\$ 74,965.47	\$ 542,416.87	\$ 380,283.75	\$ 329,262.00	\$ 388,664.25	\$ 474,094.24	\$ (664,658.58)

FY 2026/27 LTF Fund Estimate = FY 24/25 LTF Revenues (July to Dec) \$1,061,327.74 compared to FY 2025/26 LTF Revenues (July to Dec) \$1,035,341.42 = 2.51% decrease. Then take FY 2025/26 LTF Estimate (\$1,705,891.59) x 2.51% = \$42,817.88 decrease.

FY 2024/25 July to Jan: \$ 1,061,327.74
FY 2025/26 July to Jan: \$ 1,035,341.42



61% Revenue received based on LTF Estimate

(This comparison is based on 6 months)

LTF ESTIMATE BUDGETED:

FY 2025/26 =	\$1,705,891.59	\$	1,700,000	<i>Historical Info.</i>
FY 2026/27 =	\$1,663,073.74	\$	1,800,000	<i>*Recommendation to increase FY 2026/27</i>

LTF 5% Reserve Policy FY 26/27 \$ 90,000.00 (1800000*0.05)



LAKE AREA PLANNING COUNCIL EXECUTIVE COMMITTEE STAFF REPORT

TITLE: Lake APC Member-at-Large Position

DATE PREPARED: January 26, 2026

MEETING DATE: February 4, 2026

SUBMITTED BY: Charlene Parker, Administration Associate

BACKGROUND:

The original Joint Powers Agreement (JPA) for the Lake County/City Area Planning Council (Lake APC) was adopted in 1972 and amended in 1986. In accordance with the amended JPA, the Board of Supervisors may appoint two Member-at-Large positions and one alternate to serve on the Lake APC and Lake Transit Authority (LTA). Currently, Danny Wind serves in one of the Member-at-Large positions.

In 2021, the Board of Supervisors appointed Sally Peterson to serve as the Member-at-Large on the Lake County/City Area Planning Council and Lake Transit Authority Board of Directors. Staff were unaware of her appointment, and Ms. Peterson has not been attending meetings. Recently, an application was submitted by Dan Rodriguez for the Member-at-Large position, at which time staff confirmed that the position was occupied by Ms. Peterson.

Staff contacted Ms. Peterson to confirm her appointment and determine her interest in continuing to serve. Ms. Peterson indicated she was unaware of the appointment but expressed interest in serving and requested additional information regarding the role and meeting requirements. Staff provided the relevant materials, including the 2025 meeting calendar and participation expectations.

Follow-up attempts were made by email and phone to confirm Ms. Peterson's availability and continued interest; however, no response has been received to date.

At this time, Ms. Peterson has not participated in Board meetings during the past five years, and Dan Rodriguez has expressed interest in serving in the Member-at-Large position on the Board of Directors.

ACTION REQUIRED: Consider requesting the Board of Supervisors approve the appointment of Dan Rodriguez to the Member-at-Large position and appoint Sally Peterson as an alternate.

ALTERNATIVES: Continue the appointment of Sally Peterson as Member-at-Large and request Dan Rodriguez be appointed to serve as the alternate Member-at-Large.

RECOMMENDATION: The Executive Committee direct staff to request that the Lake County Board of Supervisors approve the appointment of Dan Rodriguez as Member-at-Large and Sally Peterson as the alternate. Danny Wind will remain in his current position as Member-at-Large.



LAKE COUNTY/CITY AREA PLANNING COUNCIL EXECUTIVE COMMITTEE STAFF REPORT

TITLE: Northern Rural Energy Network (NREN) Update

DATE PREPARED: January 28, 2026

MEETING DATE: February 4, 2026

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND/ DISCUSSION:

In late 2021, the Lake Area Planning Council (APC) began discussions about becoming involved with energy efficiency programs. In February 2022, the Lake APC Board approved the Memorandum of Understanding to move forward with that effort. At the time, it was intended that Lake APC would rely heavily on the staff of Redwood Coast Energy Authority (RCEA) for much of the work since we were new to the world of energy efficiency programs and offerings. The goal was to possibly become a full Governing Partner of the regional energy network at some point in the future.

The initial business plan was approved by the California Public Utilities Commission (CPUC) in June of 2023. Discussions over administration led to disagreements, which ultimately led to an impromptu vote in September 2023 to remove RCEA as the Portfolio Administrator. All communications between RCEA and the southern partners ceased.

On May 21, 2024, the Administrative Law Judge issued a potential path forward that suggested the regional energy network be divided by geography as Rural Regional Energy Network (RREN)-North, with RCEA as the lead administrator, including Humboldt, Lake, Mendocino counties and the Sierra Business Council (Alpine, Amador, Butte, Calaveras, El Dorado, Lassen, Mariposa, Nevada, Placer, Plumas, Sierra, Sutter, Tuolumne, and Yuba). RREN-Central, would include San Luis Obispo as the lead administrator, and include Monterey, San Benito, Santa Cruz, San Luis Obispo, Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, Inyo, and Mono counties. The Executive Committee met on May 29, 2023, and provided a recommendation to continue to move forward with the intention of becoming a full member of the Rural REN – North.

On September 26, 2024, the CPUC issued its decision, officially dividing RuralREN. With that decision, Lake APC became a full partner of the RuralREN – North, now known as the Northern Rural Energy Network (NREN). A new Memorandum of Agreement (MOA) and Bylaws were approved with the new composition of NREN. Budget allocations remained as proposed in the initial business plan, with a total of \$33.1 million for all partners through the end of 2027.

The governing partners of NREN are currently developing the business plan and budget for the next four-year period, which will begin January 1, 2028. The overall budget provides program staffing services, rebates, incentives, loan funding and associated direct costs such as travel for all partners. All Governing Partners are requesting additional funding, and the budget is anticipated to rise dramatically now that multiple programs have either launched or will launch soon.

It has become apparent that we are understaffed in Lake County, primarily because the current budget was developed with the idea that RCEA would do the bulk of the work, which changed when we became full partners. Currently, Lake APC is requesting one additional analyst and one technician. This is a reduction of the original request, which included one additional FTE and one intern. There is a high probability that I

will need to reduce the ask by one additional FTE if further cuts are required from RCEA, the Portfolio Administrator, who currently feels all partners should be cutting their budgets.

I wanted to take the opportunity to present the plan in the event there were concerns or questions before the proposed budget submittal to the CPUC. Increases to the NREN budget would not impose any impact to Lake APC, since all expenses would be covered with Public Program Purpose funds to administer and implement the NREN.

ACTION REQUIRED: Informational only.

ALTERNATIVES:

RECOMMENDATION: Informational item only; no action is necessary.