A JOINT POWERS AUTHORITY

CalTIP
CALIFORNIA TRANSIT INDEMNITY POOL

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Sacramento, CA 95833

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CalTIP BOARD OF DIRECTORS SPECIAL MEETING
AGENDA

Monday, October 26, 2026
10:00 a.m.

Teleconference
Join the meeting via Zoom:
Meeting Link

Dial-in Number: 1 (669) 444-9171
Meeting ID: 825 0739 7421
Passcode: 362489

All or portions of this meeting will be conducted by teleconferencing in accordance with Government Code Section 54953(b). Teleconference locations are as follows:

- Central Contra Costa Transit Authority, 2477 Arnold Industrial Way, Concord, CA 94520
- City of Culver City, 4344 Duquesne Ave., Culver City, CA 90232
- City of Dixon, 600 East A. St., Dixon, CA 95620
- City of El Monte, 11333 Valley Blvd., El Monte, CA 91731
- City of Gardena, 13999 S Western Ave., Gardena, CA 90249-3005
- City of Lodi, 221 West Pine St., Lodi, CA 95240
- City of Porterville, 291 N. Main St., Porterville, CA 93257
- City of Santa Rosa, 45 Stony Point Rd., Santa Rosa, CA 95401
- City of Torrance, 3031 Torrance Blvd., Torrance, CA 90503
- City of Whittier, 13230 Penn St., Whittier, CA 90602
- El Dorado County Transit Authority, 6565 Commerce Way, Diamond Springs, CA 95619
- Gold Coast Transit District, 1901 Auto Center Dr., Oxnard, CA 93036
- Golden Empire Transit District, 1830 Golden State Ave., Bakersfield, CA 93301
- Humboldt Transit Authority, 133 V. St., Eureka, CA 95501
- Livermore Amador Valley Transit Authority, 1362 Rutan Dr. Ste. 100, Livermore, CA 94551
- Monterey-Salinas Transit District, 19 Upper Ragsdale Dr. Ste. 200, Monterey, CA 93940
- Morongo Basin Transit Authority, 62405 Verbena Rd., Joshua Tree, CA 92252
- Placer County, 145 Fulweiler Ave. Ste. 100, Auburn, CA 95603
- San Joaquin Regional Transit District, 421 East Weber Ave., Stockton, CA 95202
- San Luis Obispo Regional Transit Authority, 253 Elks Ln., San Luis Obispo, CA 93401
- Santa Cruz Metropolitan Transit District, 110 Vernon St., Santa Cruz, CA 95060
- Siskiyou Transportation Agency ty, 190 Greenhorn Rd., Yreka, CA 96097
- Tahoe Transportation District, 128 Market St. Ste. 3-F, Stateline, NV 89449
- Town of Truckee, 10183 Truckee Airport Rd., Truckee, CA 96161
- Western Contra Costa Transit Authority, 601 Walter Ave., Pinole, CA 94564
- Yolo County Transportation District, 350 Industrial Way, Woodland, CA 95776

* Reference materials attached with staff report.

Each location is accessible to the public, and members of the public may address the Board from any teleconference location.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation to participate in this meeting, please contact Taysha James at (916) 244-1186 or taysha.james@sedgwick.com. Requests must be made as early as possible, and at least one full business day before the start of the meeting.

Documents and materials relating to open-session agenda items that are provided to the Board less than 72 hours prior to a regular meeting will be available for public inspection at 1750 Creekside Oaks Dr., Suite 200, Sacramento, CA 95833.

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1. CALL TO ORDER

2. ROLL CALL AND INTRODUCTIONS

3. APPROVAL OF AGENDA AS POSTED (OR AMENDED)

4. PUBLIC COMMENTS - This time is reserved for members of the public to address the Board relative to matters of the California Transit Indemnity Pool not on the agenda. No action may be taken on non-agenda items unless authorized by law. Comments will be limited to five minutes per person and twenty minutes in total.

5. MEMBERSHIP MATTERS

4 *A. Transition of CalTIP Membership from Siskiyou Transportation Agency to Siskiyou County

Recommendation: The Member Services Committee recommends the Board: 1) Approve Siskiyou County as the CalTIP member in place of Siskiyou Transportation Agency (STA), effective upon the dissolution of STA and completion of any required transition actions, 2) Waive the six-month withdrawal notice requirement applicable to STA, 3) Waive the new member application and fee requirements for Siskiyou County, 4) Waive STA's three-year membership commitment, and 5) Approve the transfer to Siskiyou County of any future assessments, returns of excess funds, or other financial obligations attributable to STA's participation in CalTIP following the dissolution of the STA.

6. CLOSING COMMENTS

This time is reserved for comments by Board members and/or staff and to identify matters for future business.

A. Board Members
B. Staff

7. ADJOURNMENT

Notices:

- The next CalTIP Board of Directors Meeting will be held Thursday – Friday, December 3-4, 2026, in Long Beach, CA.

* Reference materials attached with staff report.

MEMBERSHIP MATTERS
Agenda Item 5.A.

SUBJECT: Transition of CalTIP Membership from Siskiyou Transportation Agency to Siskiyou County

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BACKGROUND

CalTIP has provided Liability and Vehicle Physical Damage coverage to the Siskiyou Transportation Agency (STA) since December 3, 2024. STA currently governs and administers Siskiyou Transit and General Express (STAGE), which provides transit services throughout Siskiyou County.

STA is a joint powers authority formed in 2024 by Siskiyou County, the Siskiyou County Local Transportation Commission, and several incorporated cities within Siskiyou County, to provide an alternative governance structure for the administration and operation of STAGE transit services. Prior to the formation of STA, governance, administration, and ownership of associated transit assets were the responsibility of Siskiyou County, which had been a CalTIP member since formation in 1987.

Since the underlying transit operations and exposures remained substantially unchanged, the CalTIP Board approved STA for membership in 2024 in place of Siskiyou County. As part of that action, the Board waived the withdrawal notice, new member application, and application fee requirements.

CalTIP recently received notice that STA intends to dissolve, with transit responsibilities returning to Siskiyou County effective November 18, 2026. According to STA, the County determined the operational and administrative costs associated with the JPA structure outweighed its benefits and is therefore pursuing dissolution.

STA has indicated the transition is administrative and organizational in nature and is not expected to affect service levels, routes, schedules, or other transit operations. As a result, this situation differs from a traditional member withdrawal and admission of a new entity.

Board Counsel noted although STA has not completed CalTIP's standard three-year membership commitment, the same considerations that supported the Board’s membership waivers in 2024 may apply because the proposed transition is not expected to materially change the underlying transit operations or associated exposures. CalTIP's excess insurance broker, Alliant Insurance Services, stated CalTIP's reinsurers or excess insurers are not expected to have concerns, given the underlying operations and exposures are expected to remain unchanged.

Following STA's dissolution, Siskiyou County will be the continuing entity. Accordingly, any assessments issued, excess funds returned, or other financial obligations attributable to STA's participation in CalTIP would be directed to and assumed by the County. The proposed transition contemplates matters will be addressed through the Dissolution Agreement, consistent with the approach taken when STA was established. Staff will work with STA to confirm CalTIP-related rights and obligations are appropriately addressed as part of the transition.

The Member Services Committee reviewed the proposed membership transition in September. Given the administrative nature of the transition and the lack of material changes to the underlying transit operations and exposures, the Committee recommended approval by the Board.

RECOMMENDATION

The Member Services Committee recommends the Board of Directors:

1. ***Approve Siskiyou County as the CalTIP member in place of Siskiyou Transportation Agency (STA), effective upon the dissolution of STA and completion of any required transition actions.***
2. ***Waive the six-month withdrawal notice requirement applicable to STA.***
3. ***Waive the new member application and fee requirements for Siskiyou County.***
4. ***Waive STA's three-year membership commitment.***
5. ***Approve the transfer to Siskiyou County of any future assessments, returns of excess funds, or other financial obligations attributable to STA's participation in CalTIP following the dissolution of the STA.***

REFERENCE MATERIAL

- Letter Dated August 17, 2026, from Siskiyou Transportation Agency
- Letter Dated May 2, 2024, from CalTIP Board Counsel, Regarding Siskiyou Transportation Agency Coverage Issues
- Board Staff Report Dated August 19, 2024, Approval of Siskiyou Transportation Agency as a Member of CalTIP in Lieu of Siskiyou County

Siskiyou County Local Transportation Commission
REGIONAL TRANSPORTATION PLANNING AGENCY

190 Greenhorn Road
Yreka, California 96097
Phone: 530.709.5060

TO: CalTIP Board of Directors
FROM: Hailey Lang, Executive Director, Siskiyou Transportation Agency
DATE: August 17, 2026

SUBJECT: Transition of STA Transit Operations to Siskiyou County

PURPOSE

The purpose of this memorandum is to provide the CalTIP Board of Directors with information regarding the planned transition of the Siskiyou Transportation Agency (STA) and the future administration and operation of transportation and transit services in Siskiyou County. Siskiyou County has historically administered transportation and transit services directly through the County. STAGE transit operations were historically administered through the County's General Services Department. In 2024, those operations were transferred to the Siskiyou Transportation Agency (STA), a joint powers authority, as part of an alternative governance structure for the administration and operation of transportation and transit services. Following its experience with the JPA structure, the County has evaluated the operational and administrative benefits of maintaining a separate JPA relative to the costs and resources required to support that structure.

Based on this evaluation, the County has concluded that returning these functions to a County-administered model provides a more streamlined and cost-effective organizational structure. The County-operated model will reduce duplicative governance and administrative functions, consolidate resources, and provide a more direct line of accountability for transportation and transit operations.

Siskiyou County and STA are currently working through the governance and administrative actions necessary to complete the transition. The STA dissolution timeline has been extended to November 18, 2026, providing additional time to address the organizational, operational, financial, governance, and insurance matters associated with the transition.

The County recognizes that, from CalTIP's perspective, the transition represents not only an operational change, but also a change in governance and the organizational entity responsible for transit operations and related insurance coverage. Accordingly, the County and STA are coordinating with CalTIP to identify and complete the necessary actions to ensure that the transition occurs in an orderly manner and that appropriate coverage remains in place throughout the transition.

The proposed transition represents a return to the County's historic model for administering transportation and transit services. The intent is to maintain the existing public transportation function and continuity of service while providing a more efficient organizational structure for its administration and operation.

Chair and Vice Chair: Cliff Munson, Ed Valenzuela
Commissioners: Michael Kobseff, Nancy Ogren, Matthew Bryan, Pat Vela, Ken Palfini, Jess Harris

BACKGROUND
STA currently serves as the organizational structure through which STAGE transit services are administered and operated in Siskiyou County. STA was established as a JPA to provide an alternative governance structure for these functions.

Following the County's experience with the JPA model, the County and STA have been evaluating the long-term organizational structure for transportation and transit services. This evaluation included consideration of the administrative responsibilities, governance requirements, costs, and operational benefits associated with maintaining a separate JPA.

The County determined that the benefits of maintaining a separate JPA did not sufficiently offset the additional governance and administrative responsibilities and costs associated with that structure. As a result, the County and STA have been working toward the dissolution of STA and the transition of transportation and transit responsibilities back to Siskiyou County.

The STA dissolution timeline has been extended to November 18, 2026, allowing the parties additional time to complete the necessary governance, administrative, operational, financial, and insurance-related actions associated with the transition.

The proposed transition is intended to provide a clear and sustainable organizational structure for transportation and transit services while maintaining continuity of service to the public. The transition is organizational and administrative in nature and is not intended to result in the elimination of existing transit services.

The transition will require coordination among Siskiyou County, STA, CalTIP, Caltrans, funding agencies, employees, contractors, and other affected parties to ensure that responsibilities are appropriately transferred and that all applicable requirements are satisfied.

PROPOSED FUTURE SERVICE AND OPERATIONAL MODEL
Under the proposed organizational structure, Siskiyou County would assume responsibility for the administration and operation of transit services currently provided through STA.

The County's General Services Department is proposed to serve as the organizational home for transit operations. Housing transit operations within General Services is intended to provide a centralized structure for the administration of transit-related personnel, vehicles, facilities, contracts, maintenance, and other operational functions. This would return STAGE transit operations to the department that historically administered and operated the service prior to the transition to STA in 2024.

The transition is anticipated to include, as applicable:

- Assumption by Siskiyou County of responsibility for the day-to-day administration and operation of transit services;
- Transition of applicable transit personnel and positions into the County organizational structure, subject to required County approvals and applicable personnel processes;
- Transition and administration of transit-related contracts, grants, funding agreements, assets, facilities, and other operational responsibilities;
- Continued compliance with applicable federal, state, and local transit requirements;
- Continued coordination with Caltrans, CalTIP, funding agencies, and other transportation partners; and
- Continued provision of transit services to the communities currently served by STA.

The proposed transition is not expected to result in a change to the existing STAGE service model solely as a result of the change in governance and administration. Any future changes to service levels, routes, schedules, or other operational matters would be considered through the appropriate County processes and would be separate from the organizational transition itself.

GOVERNANCE AND REGIONAL TRANSPORTATION PLANNING

The transition also provides an opportunity to clarify the distinction between transit operations and regional transportation planning responsibilities.

Under the proposed structure, transit operations would be administered through Siskiyou County's General Services Department. Regional transportation planning and Local Transportation Commission (LTC) responsibilities would remain separately administered within the County's Community Development Department.

Maintaining this separation is intended to provide clear accountability for transit operations while preserving appropriate financial, administrative, and programmatic separation for regional transportation planning activities.

The County is continuing to work through the governance actions necessary to implement the proposed structure. Accordingly, certain elements of the future organizational structure remain subject to the required County and STA approvals.

INSURANCE AND CALTIP COVERAGE

Siskiyou County understands that the transition may constitute a change in the entity, governance structure, and operational responsibilities associated with transit services for purposes of CalTIP coverage.

The County's objective is to ensure that there is no gap or uncertainty in insurance coverage during the transition. The County and STA will therefore work with CalTIP to identify any required applications, documentation, Board actions, endorsements, or other steps necessary to establish and maintain appropriate coverage for the future County-operated transit model.

The County appreciates CalTIP's assistance in identifying these requirements in advance of the transition so that they can be incorporated into the overall implementation schedule.

The County is specifically requesting CalTIP’s guidance regarding any membership, application, paperwork, or other requirements that must be completed by the County or STA, and any actions required by the CalTIP Board of Directors, to ensure uninterrupted coverage when STAGE operations transition to the County.

TRANSITION TIMELINE
The current anticipated timeline includes the following:

Date	Anticipated Action
August 2026	CalTIP Oversight Committee briefing regarding the proposed transition
September 10, 2026	CalTIP Member Services Committee consideration of required governance and transition actions
Fall 2026	Siskiyou County and STA complete necessary governance, administrative, and operational transition actions
November 18, 2026	Extended effective date for Siskiyou County's withdrawal from the STA JPA
Following completion of required actions	Transition of transit operations and responsibilities to Siskiyou County

The specific timing of individual transition activities may be adjusted as necessary to accommodate required approvals, coordination with CalTIP, and other implementation requirements.

CONCLUSION
Siskiyou County appreciates CalTIP's willingness to work collaboratively with the County and STA throughout this transition.

The proposed transition is intended to establish a clear and sustainable organizational structure for transit operations while maintaining continuity of service and ensuring that applicable governance, financial, regulatory, and insurance requirements are addressed.

The County looks forward to working with CalTIP to complete the necessary governance and coverage actions and to ensure an orderly transition of transit operations to Siskiyou County.

Siskiyou County and STA will provide additional information to CalTIP as the proposed organizational structure and transition actions are finalized.

Sincerely,

Hailey Lang
Executive Director

ALLISTON LAW OFFICE

2795 E. Bidwell St. Ste. 100 PMB 140
Folsom, CA 95630-6480
(916) 860-1357

doug@alliston.law

May 2, 2024

Chrissy Mack, ARM
General Manager, CalTIP
chrissy.mack@sedgwick.com

Re: Siskiyou Transportation Agency

Dear Ms. Mack:

This responds to your question about how CalTIP can provide coverage to the proposed Siskiyou Transportation Agency (STA). As explained below, I think the best alternative is to move quickly to admit STA as a new member of CalTIP in place of current member Siskiyou County.

Currently, the County of Siskiyou operates a transit system known as STAGE (Siskiyou Transit and General Express). The County owns the assets related to the transit operation, County employees operate the system, and the County Board of Supervisors governs the transit operation. The County is a Member of CalTIP solely for the operation of its transit system.

STA would be a joint powers agency created by Siskyou County, nine cities within the County, and the Siskiyou County Local Transportation Commission (the designated Regional Transportation Planning Agency for Siskiyou County). The proposed agreement would create a new public agency separate from its members, with its own Board of Directors. The proposal contemplates that the County would transfer all transit-related assets, including bus stops and transit vehicles, to STA. For now, the transit agency staff will remain employees of the County but would work under the control of STA, which appears likely to be considered joint employment. The parties apparently contemplate that the County's transit employees might become STA employees in the future.

Creation of STA creates coverage issues for the transit system, since STA is a new and separate entity that is not a member of CalTIP. The existing Member, Siskiyou County, could contractually agree with STA to assume STA's liabilities, and CalTIP generally covers Member's contractually-assumed liabilities, as indicated by the definition of **Ultimate Net Loss** in the CalTIP MOC, which includes "sums the **Covered Party** becomes legally obligated to pay as damages due to adjudication or compromise by reason of liability imposed by law or assumed by contract, …."

_____

However, what CalTIP covers is the **Member's** operation of a transit system. The CalTIP MOC's coverage agreement states that CalTIP will pay **Ultimate Net Loss** because of **Bodily Injury**, **Property Damage**, **Personal Injury**, and **Public Officials' Errors and Omissions** "arising out of an **Occurrence** in the operation of the transit system of the **Member**, …." Where a transit agency contracts out operation of its transit system to a contractor and then assumes the contractor's liability for such operations, CalTIP can cover such assumed liability consistent with these provisions. However, it seems debatable whether a transit system owned and operated by STA, which would be a separate agency from the County with its own governing body, could still be considered the County's transit system.

If GEM and the other excess or reinsurers were agreeable, CalTIP might enter into a written agreement with the County stating that the STA transit system would be considered the County's transit system for the purposes of liability coverage by CalTIP. Short of such an agreement, including written concurrence by CalTIP's excess partners, there is a risk that the transit system would not be deemed to be the "transit system of the **Member**" in the event of a claim. Accordingly, this is not a very attractive option, and it only addresses liability. The Vehicle Physical Damage (VPD) coverage would present more significant obstacles.

The VPD MOC defines **Covered Vehicle** in relevant part as a "vehicle used by the **Member** in its transit operations" that "is either: [¶] A. Owned by the **Member**; or [¶] B. Leased or rented to the **Member** …." Even if we assumed or agreed that the vehicles were being used in the County's transit system, the vehicles would not be owned by or leased or rented to the County. In essence, the County would have no "insurable interest" in the vehicles. Accordingly, I do not see how CalTIP could extend coverage for these vehicles consistent with the language of the VPD MOC.

What might make a lot more sense than attempting to keep covering the County would to expedite approval of STA as a Member to take the place of the County, effective as of the date the County hands over the system to STA. CalTIP's exposure arising from STA's operations would appear to be nearly identical to the existing risk of covering the same transit system operated by the County, with the same mileage, same bus operators, and same vehicles to cover. To the extent the county is exposed to liability due to leasing its employees to STA to operate STA's transit system, STA could assume the County's liability and CalTIP could cover STA for such assumed liability.

The CalTIP JPA agreement states that new parties can be added at any time:

ARTICLE XVI - NEW PARTIES

> Prospective Parties may apply to the Board of Directors at any time. The Board shall have the power to accept a prospective Party, after reviewing their application, with at least two-thirds affirmative vote of the entire Board. The membership shall become effective upon the Board's approval and the signing of

> this Agreement, participation in all mandatory Coverage Programs, and compliance with any and all other requirements imposed upon membership by the Bylaws or other Governing Documents.

Withdrawal of the County requires more notice that would be occurring here, but the Board could waive the notice requirements on the basis that STA would be coming into CalTIP in place of the County so that there would be no disruption to CalTIP's budget, etc.

The Bylaws state regarding new members:

ARTICLE XIV - NEW PARTIES TO THE AGREEMENT

> A qualified public entity requesting to be a Party to the Authority shall complete an application form and provide other information and documentation requested by the Authority, including that required by any Coverage Program in which the prospective Party would like to participate.
>
> Each prospective Party will submit a non-refundable application fee, as determined by the Board, to defray processing costs along with its completed application form. The prospective Party shall be presented in summary to the Board of Directors for a vote in accordance with the Agreement.

The Governance Policies require the General Manager and the Member Services Committee to utilize the criteria established by the Board for processing applications for membership in CalTIP, and for the MSC to make a recommendation to the Board. Assuming the Board approves in time, CalTIP could issue an endorsement substituting STA in place of the County effective July 1, 2024. Obviously, it would be necessary to make sure that the excess insurers were agreeable, but I suspect they would be.

I assume there may be complications that have not occurred to me, so let me know if you have questions or want to discuss. It occurs to me that it would be advantageous if STA were formed and in existence for a month or more before the handover so that STA's board could act to get coverage in place and execute other agreements as necessary to be ready to operate the system as of the date of the handover.

Sincerely,



Douglas R. Alliston

MEMBERSHIP MATTERS
Agenda Item 5.A.

SUBJECT: Approval of Siskiyou Transportation Agency as a Member of CalTIP in Lieu of Siskiyou County

BACKGROUND

CalTIP currently provides Liability and Vehicle Physical Damage coverage to the County of Siskiyou (County) transit operation known as STAGE (Siskiyou Transit and General Express). STAGE operates throughout the county and the cities of Yreka, Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mt. Shasta, Tulelake, and Weed. The County operates and owns the assets related to the transit operation, and all claims related to the transit operation are borne by the County. The County is a member of CalTIP solely for the operation of its transit system. The County Board of Supervisors is the governing body of STAGE.

In May 2024, CalTIP was notified that the County, along with the aforesaid cities, and the Siskiyou County Local Transportation Commission (LTC) is creating a joint powers authority (JPA) for transit services to be known as the Siskiyou Transportation Agency (Agency). The purpose of the JPA is to direct and coordinate actions relating to transportation for all parties. All assets, including bus stops and transit vehicles, will be transferred to the Agency, and the Agency Board will be the governing body instead of the County Board of Supervisors. The Agency Board will initially consist of the LTC members and alternates, which each member of the JPA currently appoints to serve. The new JPA is anticipated to become effective September 1, 2024, once all agencies have adopted the Agency Joint Powers Authority Agreement.

In June 2024, a meeting was held between CalTIP staff, CalTIP Board Counsel, the Executive Director for the LTC, and the County Deputy Counsel to discuss the planned transition. It was confirmed during the discussion that the County transit staff will continue to operate STAGE and remain employees of the County; however, they will be considered ex-officio staff for the Agency Board and take direction from the Agency Board. The Executive Director for the transit operations will shift from the County's Director of General Services to the Executive Director of Siskiyou County LTC, a position currently held by Melissa Cummins. Ms. Cummins previously worked in the County transit department and served on the CalTIP Board.

There will be no change to the mileage or vehicle exposure base as STAGE will continue operating the same annual mileage utilizing the same vehicles as reported by the County in the CalTIP renewal survey. STAGE's historical loss data will continue to be utilized in calculating the annual contributions.

For the reasons discussed above, P.J. Skarlanic of Alliant Insurance Services also confirmed CalTIP's current reinsurance and excess insurance partners expressed no concerns with admitting the Agency as a member of CalTIP in lieu of the County.

Because the County will still exist, should CalTIP issue assessments or return excess funds related to program years prior to 2024/25, CalTIP will address these matters to the County. If claims are filed against the County after the Agency becomes effective, the County will tend the claims to the Agency. The County and the Agency have addressed how both of these items will be handled in their Joint Powers Agreement.

The Member Services Committee reviewed the above matter during a special meeting on August 8th and recommended approval of the Agency as the new CalTIP member in place of the County.

RECOMMENDATION

The Member Services Committee recommends the Board: 1) approve Siskiyou Transportation Agency as a member of CalTIP in place of current member Siskiyou County as of the effective date of the Siskiyou Transportation Agency Joint Powers Agreement, 2) waive the requirement for a six-month notice of withdrawal from Siskiyou County, and 3) waive the submission of a new member application and application fee from Siskiyou Transportation Agency.

REFERENCE MATERIAL

- Letter Dated May 2, 2024, from CalTIP Board Counsel
- Draft Siskiyou Transportation Agency Joint Powers Agreement