
Transit Development Plan

This Transit Development Plan for Lake Transit Authority (LTA) is based on continuing the development of the transit system to respond to growth in demand within the service area, and to maintain a critical link to the intercity transportation network.

The primary focus of this plan is to continue to emphasize the efficiency and cost effectiveness of the route system, including local fixed routes and flex routes, as the transit modes which can best accommodate most long term community needs. Clearlake Dial-A-Ride has become a very specialized service to meet the needs of persons who are elderly or who have disabilities. The Lakeport Dial-A-Ride service will also change, although more gradually, to a more specialized paratransit role. To that end, care has been taken to ensure that this plan is consistent with the Americans with Disabilities Act and the Lake Transit Authority ADA Plan adopted in 1997.

This plan proposes to continue interregional bus service to connect with the intercity transportation system. The ability to sustain interregional service will depend greatly on its level of use and the continuing support of interested community agencies.

Fixed Routes

The seven-year plan for Route Service calls for continuous evaluation of the operational effectiveness and efficiency of the routes. During 2004/05, Routes 5 and 6 will be modified to improve on-time performance, and a Saturday service demonstration project will be implemented. It is anticipated that additional bus capacity may be needed by 2006-07. Due to budget limitations, this service level adjustment will be evaluated along with other service alternatives during 2006.

Regional Flex Routes

The regional flex route service has available capacity and appears to be gaining popularity. With fare pricing adjustments, and modifications to the Route 1 and Route 4 schedules, service demand is expected to continue to increase. An additional afternoon Route 1 schedule is high on the list of passenger requests, and it appears to be warranted based on growing service demand.

During 2005, the Route 2 schedule will be modified to consolidate some of its service times with the Route 3 service to Calistoga. This will help to reduce cost while potentially increasing destinations for its users. The route will continue to be evaluated and adjusted as needed to identify a more effective service strategy for the Middletown and Cobb Mountain areas.

Intercity Routes

Although there is a great deal of uncertainty about the level of service that intercity carriers will provide over the next seven years, LTA is committed to connecting Lake County residents and visitors with the available network. Ideally, LTA will involve and rely more upon transit systems in neighboring counties to provide or help pay for service connections. It appears that Napa County Transportation Planning Agency may soon start daily service to Santa Rosa. A connection to the Napa buses at Calistoga would improve travel options for Lake County residents, particularly those in the southern part of the County.

It is unknown whether or not a connection to Santa Rosa via Calistoga would reduce demand for the Ukiah bus, but Routes 3 and 7 will continue to be evaluated as changes occur. It is likely that there will be additional minor schedule adjustments to Route 7 during 2004-05, with more extensive changes possible over the next two years.

LTA will focus much of its marketing effort on its intercity bus connections with efforts to improve travel information for visitors to Lake County. LTA will also target promotion to employers and college students who are likely to be regular users of the service.

Dial-A-Ride

Dial-A-Ride will continue to provide service to the general public, but its primary emphasis in Clearlake will be paratransit. In Lakeport, general public passengers who are able will be encouraged to try the local loop route service on Routes 1 and 4, but will be welcome to use Dial-A-Ride service as well. For both Dial-A-Ride services, advance reservations will be encouraged, but demand-response service will continue to be offered. Subscription service will be limited to no more than 50% of available capacity in order to assure that sufficient capacity is available to respond to ADA service requests on a timely basis.

Program Transportation

As the Consolidated Transportation Service Agency (CTSA) for Lake County, LTA is committed to supporting and providing services that coordinate or consolidate various transportation needs for social service programs. In the past, program transportation has been provided at a subsidized cost, at rates that did not consider administrative expense or capital replacement cost. LTA will continue to offer program transportation, but services will be based on fully allocated costs.

Fare Structure

Modifications to the transit fare structure will be timed to coincide with service improvements planned for 2005. Local fares will increase for some passengers, and the regional flex route fares will be modified to price service according to three distance-based zones. The fare structure is summarized as follows.

2005 Fare Structure

(Effective Spring 2005)

| Local | Discount | General Public |
|--|----------------------|-----------------------|
| Bus Route | \$0.50 | \$1.00 |
| Clearlake Dial-A-Ride | \$2.00 | \$5.00 |
| Lakeport Dial-A-Ride | \$2.00 | \$3.00 |
| ADA Paratransit | \$1.50 | N/A |
| Regional Flex Routes | | |
| Local Zone | \$0.50 | \$1.00 |
| Zone 2 | \$0.75 | \$1.50 |
| Zone 3 | \$1.00 | \$2.00 |
| Flex Stop (each stop) | Same as Zone Fare | \$5.00 |
| Intercity Routes (Out of County) | | |
| Napa or Mendocino County | \$2.50 | \$2.50 |
| Santa Rosa | \$12.00 | \$12.00 |
| Flex Stop (each stop) | \$1.00 | N/A |
| Monthly Fast Pass | | |
| Good for unlimited rides on bus routes within Lake County. | \$30.00 | |
| Punch Pass | | |
| Good for \$11.00 in fares. | \$10.00 | |

Capital Improvement Program

The seven year capital improvement program is designed to complete the operations and maintenance facility project, maintain the existing fleet, add buses as needed to respond to service demand, and greatly improve passenger amenities.

Capital Program

| <u>Year</u> | <u>Quantity</u> | <u>Item</u> |
|--------------------|------------------------|--|
| 2004-05 | 1 | Complete the Operations and Maintenance Facility |
| | 1 | 25-30 Passenger Bus for Intercity Service - Includes wheelchair lift, farebox, etc. |
| 2005-06 | 2 | 16-20 Passenger Bus (Replacement) - Includes wheelchair lift, farebox, etc. |
| | 1 | Photo Identification Card Equipment - Includes Camera, Printing and Laminating Equipment |
| 2006-07 | 60 | Bus Stop Signs |
| | 25 | Passenger Waiting Shelters and Pads |
| 2007-08 | 2 | 10 Passenger Paratransit Vehicles (Replacement) - Includes wheelchair lift, farebox, etc. |
| | 2 | 25-30 Passenger Bus (Replacement) - Includes wheelchair lift, farebox, etc. |
| 2008-09 | 3 | 10 Passenger Paratransit Vehicles (Replacement) - Includes wheelchair lift, farebox, etc. |
| 2009-10 | 1 | 16-20 Passenger Bus (Replacement) - Includes wheelchair lift, farebox, etc. |
| 2010-11 | 3 | 16-20 Passenger Bus (Replacement) - Includes wheelchair lift, farebox, etc. |

SEVEN YEAR FINANCIAL PLAN

The following seven year financial plan provides a summary of annual budgets, and an itemization of expenditures and revenues. The services and capital program outlined above will operate on this financial plan.

BUDGETS

(000's)

| FISCAL YEAR | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | TOTAL |
|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Operating | \$ 1,326 | \$ 1,376 | \$ 1,416 | \$ 1,458 | \$ 1,501 | \$ 1,546 | \$ 1,593 | \$ 10,216 |
| Capital | 1,533 | 207 | 224 | 495 | 190 | 132 | 297 | 3,076 |
| TOTAL | \$ 2,859 | \$ 1,583 | \$ 1,640 | \$ 1,953 | \$ 1,691 | \$ 1,678 | \$ 1,890 | \$ 13,292 |

The operating and capital expenditures included in the annual budgets are itemized as follows. The expenditures maintain all existing operations, provide for capital replacements, and reflect planned capital improvements and incremental service level increases over the seven year period.

EXPENDITURES

(000's)

| OPERATING | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | TOTAL |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Administration | 61 | 62 | 64 | 66 | 68 | 70 | 72 | 464 |
| Contractor | 1,092 | 1,139 | 1,173 | 1,209 | 1,245 | 1,282 | 1,321 | 8,461 |
| Fuel | 117 | 122 | 125 | 129 | 133 | 137 | 141 | 903 |
| Advertising/Promo. | 25 | 20 | 20 | 20 | 20 | 21 | 21 | 147 |
| Direct Expense | 32 | 32 | 33 | 34 | 35 | 36 | 38 | 241 |
| Subtotal | \$ 1,326 | \$ 1,376 | \$ 1,416 | \$ 1,458 | \$ 1,501 | \$ 1,546 | \$ 1,593 | \$ 10,216 |
| CAPITAL | | | | | | | | |
| Buses | 324 | 145 | - | 444 | 139 | 82 | 246 | 1,380 |
| Bus Stops | 10 | 10 | 174 | - | - | - | - | 194 |
| O&M Facility/Loan | 1,179 | 51 | 51 | 51 | 51 | 51 | 51 | 1,482 |
| Misc. Equipment | 20 | 1 | - | - | - | - | - | 21 |
| Subtotal | \$ 1,533 | \$ 207 | \$ 224 | \$ 495 | \$ 190 | \$ 132 | \$ 297 | \$ 3,076 |
| TOTAL | \$ 2,859 | \$ 1,583 | \$ 1,640 | \$ 1,953 | \$ 1,691 | \$ 1,678 | \$ 1,890 | \$ 13,292 |

The transit system will utilize passenger fares, auxiliary advertising revenue, Transportation Development Act funds, the remaining balance of the Rural Transit System Program Grant, and various Federal Transit Act (FTA) funding sources. Of the FTA funding amounts, \$569,000 is discretionary funding. This represents 4.3% of the total revenue requirement of the transit system over the next seven years.

REVENUE

(000's)

| LOCAL | 2004/05 | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | TOTAL |
|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Fares | 295 | 309 | 324 | 340 | 350 | 368 | 386 | 2,371 |
| Auxilliary Revenue | 10 | 10 | 11 | 11 | 11 | 12 | 12 | 77 |
| Interest/Misc. | 4 | 3 | 3 | 4 | 6 | 6 | 7 | 32 |
| TDA | 1,321 | 994 | 916 | 1,317 | 1,000 | 1,076 | 1,263 | 7,886 |
| Subtotal | \$ 1,629 | \$ 1,316 | \$ 1,254 | \$ 1,672 | \$ 1,367 | \$ 1,461 | \$ 1,668 | \$ 10,367 |
| STATE | | | | | | | | |
| RTSGP | 594 | - | - | - | - | - | - | 594 |
| STAF | 69 | 69 | 69 | 69 | 69 | 69 | 69 | 481 |
| Subtotal | \$ 663 | \$ 69 | \$ 69 | \$ 69 | \$ 69 | \$ 69 | \$ 69 | \$ 1,075 |
| FEDERAL | | | | | | | | |
| 5309 | - | - | 139 | - | - | - | - | 139 |
| 5310 | - | - | - | 72 | 111 | - | - | 183 |
| 5311 | 227 | 132 | 136 | 140 | 144 | 148 | 153 | 1,079 |
| 5311(f) | 340 | 66 | 43 | - | - | - | - | 450 |
| Subtotal | \$ 567 | \$ 198 | \$ 318 | \$ 212 | \$ 255 | \$ 148 | \$ 153 | \$ 1,851 |
| TOTAL | \$ 2,859 | \$ 1,583 | \$ 1,640 | \$ 1,953 | \$ 1,691 | \$ 1,678 | \$ 1,890 | \$ 13,293 |

Planning Projects

While not included within the LTA budget, LTA will work together with the Lake County/City Area Planning Council to develop a comprehensive passenger facilities project to identify short and long term facility needs, cost, and potential funding sources.

In addition, the APC and LTA will continue on-going transit planning efforts to assure efficient and cost effective services.



Community Hub