



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
(707) 263-7799 / Fax 463-2212

525 South Main Street, Suite G
Ukiah, CA 95482

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) AGENDA

DATE: Thursday, April 15, 2021

TIME: 3:00 pm

PLACE: Audioconference
Dial-in number: **1-669-900-6833** / Meeting ID: **948 4621 4236** Passcode: **812001**

***Zoom link provided to SSTAC members in distribution email and to public by request**
In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, the Social Services Transportation Advisory Council meeting will be by audioconference. Public comments will be available during Thursday's meeting on any agenda item. Please send comments to James Sookne at jsookne@dbcteam.net and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

-
1. Call to Order and Introductions
 2. Public Input
 3. Approval of Draft February 10, 2021 SSTAC Meeting Minutes
 4. FY 2021/22 Unmet Transit Needs Process (*Sookne*)
 5. Update on Lake Links
 - a. Mobility Manager Report (*Kincy*)
 6. Update on Lake Transit Projects and Grants
 7. Update on Lake Transit Authority (LTA) meetings
 - a. April 14, 2021 meeting
 8. Update on Human Services Transportation Programs
 - a. People Services (*Dakari*)
 - b. Other programs and plans
 9. Discussion of issues and/or concerns of the members of the SSTAC
 10. Discuss next meeting Date: TBD

11. Announcements/Good of the Order

12. Adjourn SSTAC meeting

PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the APC office at (707) 234-3314, at least 72 hours before the meeting.

Date posted: 4/9/21

List of Attachments:

- Agenda Item #3: February 10, 2021 Draft meeting minutes*
- Agenda Item #4: Staff Report: 2021/22 Unmet Transit Needs Process
Adopted Definitions
20/21 Adopted Unmet Needs List & Findings*
- Agenda Item #5: Mobility Manager Report*
- Agenda Item #6: Staff Report: Update on Lake Transit Projects and Grants*
- Agenda Item #7a: 4/14/21 LTA Agenda*



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

367 North State Street, Ukiah, CA 95482
Administration: Suite 204 ~ 707-234-3314
Planning: Suite 206 ~ 707-263-7799

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING Draft Meeting Minutes

Wednesday, February 10, 2021
2:00 p.m.

Zoom video/audio conference

Present: Paul Branson – Chair, Michelle Dibble – Vice Chair, Karen Dakari, Dena Eddings-Green, Clarissa Kincy, Holly Goetz (2:13PM)

Absent: Pastor Shannon Kimble-Auth, Holly Goetz

Non-SSTAC Attendees: Johnnie Lindsey (Paratransit Services/LTA), Saskia Rymer-Burnett (Caltrans)

Staff Present: James Sookne

1. Call to Order and Introductions

The meeting was called to order at 2:03 p.m.

2. Public Input

None.

3. Approval of Draft November 10, 2020 SSTAC Meeting Minutes

Michelle motioned, Karen seconded, to approve the November 10, 2020 minutes as presented. Approved unanimously.

4. SSTAC Membership Roster Update

James reminded the SSTAC that there are still two open positions on the roster: the Potential Transit User 60 Years or Older and the Potential Transit User Disabled. Clarissa had previously stated that she met a gentleman named Michael that could potentially fill the role of user 60 years or older; however, she hasn't been able to get in touch with him. James reported that in December, the APC approved the SSTAC's nomination to replace Tavi with Dena.

5. 2021 Lake Coordinated Plan draft

At the November SSTAC meeting, Thomas Pogue from the University of the Pacific gave a presentation on the update to the Coordinated Plan and what had been done to date. Thomas and his team incorporated all of the comments from that presentation into the draft presented today. This draft is coming before the SSTAC as another opportunity to provide comments that may have come up after the previous presentation. James asked that any additional comments be submitted to him by March 19th so he can get them to Thomas in a timely manner.

Paul stated that he forwarded the State's Master Plan on Aging for information. Michelle asked how often the coordinated plan is updated. James stated that according to statute, it is updated every 5 years. She also wanted to clarify if it was the SSTAC's responsibility to ensure that the gaps section of the coordinated plan is considered during the unmet needs process. James stated that the information in the gaps section came from the unmet needs process over the last few years. The consultant also

went through the minutes of previous meetings to see if there were any unmet needs that were reported at Board meetings that were missed in the unmet needs process. James believes that if this weren't the time of COVID, there would have been more extensive outreach for the update to the Coordinated Plan that may have garnered additional unmet needs feedback.

Paul asked about the highlighted sections in the Priority Strategy section on page 39. He wanted to know if the SSTAC would be able to review that section once it was complete. James stated that he could send out a revised draft once that section is further developed. Additional comments could be sent back to the consultant prior to or at the Board meeting. Paul also wants to make sure that the delay in the implementation of the expanded volunteer driver program be included in the section on page 40 regarding COVID delays. James asked that all comments be sent to him via email so that he didn't misconstrue any comments made during this meeting.

6. FY 2021/22 Unmet Transit Needs Process

At the previous meeting, the SSTAC reviewed and discussed last year's list of unmet transit needs. The group determined that although some of the needs have been partially addressed, they should all still be on the list because there is room for improvement. James stated that the responses to the unmet needs presented before them are from last year and he will update those responses when the list is returned to him by the APC Board.

Michelle asked about the goal identified in the Coordinated Plan regarding individualized transportation. James stated that it was taken from #8 on last year's unmet need list and that it may have been expanded to include non-medical trips since that niche isn't really addressed for those folks who are unable to utilize the existing transportation network.

Michelle suggested that, post-COVID, the SSTAC put out an unmet needs survey to try to garner additional feedback for the unmet needs process. James stated that the APC has an existing transit survey in the Overall Work Program and also just applied for an update to LTA's Transit Development Plan which has a survey component. He stated that an additional survey specifically for unmet needs would be a good idea and is something we should revisit in a year or two.

Michelle made a motion to carry the 20/21 list of unmet transit needs forward and be presented to the APC Board at the public hearing in March as the 21/22 list of potential unmet transit needs. Clarissa seconded the motion and it was carried unanimously. Assuming that the Board finds at least one unmet transit need that fits the adopted definition, James will analyze the list and bring it back before the SSTAC for final review.

7. Update on Lake Links

a. Mobility Manager Report

Things are going well at Lake Links. They are looking to expand the Pay Your Pal program, which is up to 60 users per month. The Medi Links program is also growing. There were 8 new riders just in the month of January. There wasn't too much of a dip in ridership during COVID as people still need to get to their medical appointments.

8. Update on Lake Transit Projects and Grants

The Lake APC is applying for two Sustainable Transportation Planning Grants. The first would be to update the Transit Development Plan for LTA. The second is a wildfire evacuation and coordination plan that would hopefully formalize some agreements between LTA and other agencies (i.e., County OES, etc.) that would define agencies roles and responsibilities.

The APC also submitted a Regional Early Action Plan (REAP) application that would provide funds to two cities and the county that would fund zoning and code updates to encourage and facilitate increased housing production.

The City of Clearlake was awarded an Active Transportation Program (ATP) grant that will fund curb, gutter, and sidewalk along S. Center Drive and Dam Road Extension in the vicinity of the future transit hub.

LTA allocated funds for the environmental work on the future transit hub at the December CTC meeting. At the February LTA meeting, the Board authorized Lisa to execute the grant deed and formally accept the transfer of property from the County to LTA.

Paul mentioned that when he worked on the last round of 5310 applications, he covered the section on coordinating with County OES by stating that Lake Links worked closely with LTA, who already coordinates with OES. Assuming the APC is successful with their wildfire grant, he's hoping that Lake Links can be a part of the grant and formalize their relationship with OES as well.

9. Update on Lake Transit Authority (LTA) Meetings

a. February 10, 2020 meeting

James presented his first half operations report to the Board at the February meeting. The report revolved around COVID and how it has impacted the transit system through the first half of the year. The only other topic of importance was the Board directing Lisa execute the grant deed and formally accepting the property for the new transit hub.

10. Update on Human Services Transportation Programs

a. People Services

Everything is pretty much at a standstill due to COVID-19. Paul asked if People Services was getting requests from people for help getting to vaccination clinics. Nobody outside the agency has been transported to clinics. There is still a debate going on about who should have priority to get vaccinated.

b. Other programs and plans

None

11. Discussion of issues and/or concerns of SSTAC Members

None.

12. Discuss next meeting Date: – TBD – the next meeting will be in the end of March/beginning April

13. Announcements/Good of the Order

Clarissa shared that if people are looking for transportation to a vaccine clinic, they can either call Lake Links or LTA for assistance. Paul mentioned that LTA would be offering free fares through 3/31 to help people get vaccinated.

14. Adjourn SSTAC Meeting - Meeting adjourned at 2:46 p.m.

Respectfully Submitted,

James Sookne, Lake APC Administration



SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL STAFF REPORT

TITLE: 2021/22 Unmet Transit Needs Recommendation

DATE PREPARED: 4/9/21

MEETING DATE: 4/15/21

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND: The Lake Area Planning Council (APC) has been conducting formal Unmet Transit Needs processes since 2014. Its purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. It assists the APC and Lake Transit Authority (LTA) in determining how to best use the limited transit funding available to the region.

The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for LTA to meet those needs if feasible. The Unmet Transit Needs Process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons within the jurisdictions represented by the Social Services Transportation Advisory Council (SSTAC).

The current Unmet Transit Needs Process began at the November 2020 meeting of the SSTAC, where the FY 20/21 list of potential unmet needs was reviewed. The process continued at the January SSTAC meeting where a list of potential unmet transit needs was developed. Following the development of a list of potential unmet needs, a public hearing was held by the APC on March 20, 2021, at which time a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

LTA staff has analyzed the needs and provided a response for each (see attached). The attachment contains all the needs that were identified with a response and recommendation addressing them. At this point, the SSTAC is asked to make a recommendation to the APC Board in determining if any of the needs are “reasonable to meet” according to the adopted definition (see attached).

ACTION REQUIRED: Make a recommendation to the APC determining if any of the potential unmet transit needs are considered “reasonable to meet.”

ALTERNATIVES: None

RECOMMENDATION: The SSTAC recommends to the Lake APC Board that findings can be made (per the analysis by LTA staff) that there are unmet transit needs which are reasonable to meet according to the adopted definitions. It is anticipated that the APC will take action at their May 5, 2021 meeting.

**Adopted Definitions for the
Unmet Transit Needs Process
Approved by the APC 12/10/14**

Unmet Transit Need: Whenever a need by a significant number of people to be transported by moderate or low cost transportation to specific destinations for necessary purposes is not being satisfied through existing public or private resources.

Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

- Funds are available, or there is a reasonable expectation that funds will become available. This criterion alone will not be used to determine reasonableness.
- Benefits of services, in terms of number of passengers served and severity of need, justify costs
- With the added service, the transit system as a whole will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements
- Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the marketplace



Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration
525 S. Main Street, Ste. G
Ukiah, CA 95482
(707) 263-7868

Operations
P.O. Box 698
Lower Lake, CA 95457
(707) 994-3384

April 9, 2021

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 S. Main Street, Suite G
Ukiah, CA 95482

Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2021/22

Dear SSTAC Members, Technical Advisory Committee Members, and APC:

Thank you for the opportunity to respond to the list of FY 2021/22 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.

Response: Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009; however, there was very little demand for service. The Spring Valley community is composed of about 360 rural residential households scattered along an approximate six mile stretch of New Long Valley Road. The population is approximately 845 and the population density is 169 people per square mile. The intersection of New Long Valley Road and State Route 20 is about 11 miles from Clearlake Oaks and 18 miles from Clearlake. The distance to Spring Valley, combined with its low density, and the lack of demand for service, make it very unlikely that another transportation service attempt would be successful. LTA recommends that a service directed to serving residents along the length of New Long Valley Road is not reasonable to meet based on past performance, low population density, and low demand.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet; however, it should be studied in the next Transit Development Plan for Lake County.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency (SRTA) that would provide capital funding for a zero-emission bus project for Phase II of the North State Express. Unfortunately, SRTA's TIRCP application that included this service was not successful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. At this time, these plans are purely conceptual and due to a lack of funding, it is unknown if and when implementation will occur. Therefore, this unmet need is not reasonable to meet.

Recommended Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

3. Non-Emergency Medical Transportation in outlying areas. This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts.

Response: Over the past four years, the APC found that this is an unmet need that is not reasonable to meet at this time due to limited demand. Nevertheless, LTA and Lake Links, as the former and current CTSA respectively, have taken steps that may improve services to outlying areas. LTA, as the CTSA, was successful in obtaining FTA 5310 grant funding to provide for a full-time mobility coordinator and assistant to develop the LTA/Lake Links mobility management program. Program activities include support for clinic operated wheelchair lift equipped vehicles, further development of the volunteer driver program, and development of NEMT wheelchair lift equipped services. These efforts are meeting more of the need, but still fall short of a dedicated program to provide wheelchair lift equipped service that will meet widely dispersed trips in outlying areas. Lake Links has also been exploring a potential relationship with Partnership Health and their NEMT broker, MTM, to provide Med-Cal funded, wheelchair equipped NEMT service. LTA and Lake Links continue to work with the health and social services community to define the need and potential funding agreements for service.

Recommended Finding: There are unmet transit needs for wheelchair lift equipped NEMT services in outlying areas beyond one mile from fixed routes. The demand is very limited and widely dispersed making it unreasonable to meet at this time.

4. Non-Emergency Medical Transportation to out of county locations. This is needed for both adults and children. There is a particular need for transport to Santa Rosa and San Francisco.

Response: LTA was awarded an FTA 5310 grant in 2017 to provide Out-of-County NEMT services and senior center transportation programs for three years. The grant application helped to address NEMT needs for trips to Ukiah and Santa Rosa. There is potential to modify the program to include trips to San Francisco, or to work together with Bay Area transportation providers to transfer passengers to SF at Santa Rosa. In partnership with Lake Links, Medi-Links was created in 2019 to provide NEMT services to out-of-county locations. To date, the program currently takes clients to Santa Rosa; however, as the program expands, additional destinations will be included. LTA was successful in obtaining an additional 5310 grant in 2019 that will allow Medi-Links to continue to grow into the future.

Recommended Finding: NEMT service to out-of-county locations is reasonable to meet and was implemented in 2019. Initially, the service provides trips to Santa Rosa. As the program expands, trips will be available to additional destinations.

5. Fixed route service on Sundays. Another frequently noted need subject to funding availability.

Response: There is a need for service on Sundays throughout Lake County, but the level of demand for service is not well documented. Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. Meanwhile, there would be added expense to staff dispatch, supervision, and maintenance duties as well as for the actual vehicle operations. Implementing Sunday service could only be done at this time by reducing service on other days of the week. Because of added support staff expenditures, the reductions would likely eliminate more hours of existing service than the number of Sunday hours added.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to the likelihood that a service revision required to accommodate Sunday service would have negative impacts on services on other days that would outweigh the benefits achieved on Sundays. This unmet need and potential alternative service plans should be studied in the next Transit Development Plan for Lake County.

6. Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled. New enhanced requirements for competitive integrated job placement will be implemented soon necessitating transportation to and from jobs, potentially outside of normal transit operating hours. It is likely that demand response service would be needed to fit this potential need.

Response: To the extent that the need is within Lake Transit operating hours, this need will be accommodated by Lake Transit routes or paratransit services provided that the origin and destination are within one mile of fixed routes. If the need is outside of normal operating hours, Lake Transit is not required to provide service under the ADA. It is unknown at this time if there is an unmet need. If there is an unmet need, the Redwood Coast Regional Center is responsible to fund transportation needs of developmentally disabled persons. Existing service providers, including LTA are available to extend service programs if funding is available.

Recommended Finding: Expanded transit service and mobility training to accommodate job placement for developmentally disabled persons in Lake County is not an unmet need at this time.

7. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.

Response: During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

Recommended Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

8. Individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.

Response: Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other “on-demand” types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this type of service. Without additional funding dedicated to this “on-demand” service, implementation of this service at this time could only be done by reducing existing fixed-route service. It would be beneficial to study this further in the next Transit Development Plan to determine the extent of the demand. If the demand is high enough, LTA and/or Lake Links could then pursue additional funding to implement the service.

Recommended Finding: At this time, implementation of an “on-demand” type service to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system is an unmet need that is unreasonable to meet; however, it should be studied in the next Transit Development Plan for Lake County.

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Sookne".

James Sookne
Program Manager



Memo

To: Lake Transit Authority
From: Lake Links, Clarissa Kincy

Mobility Report Agenda April 2021

1) Pay-Your-Pal Ride Assistance Program

- Utilization Update
 - We are receiving many referrals from current riders using the program. We love to see the success of this program being shared by those who are currently benefiting from it!

PAY-YOUR-PAL UTILIZATION

<u>PERIOD</u>	<u># RIDERS</u>	<u># ONE-WAY TRIPS</u>	<u>TOTAL MILEAGE</u>	<u>TOTAL REIMBURSEMENT</u>
January 2021	64	439	13,558.80	\$5,403.72
February 2021	59	439	13,798.50	\$5,519.40
Q1 2021 (July, Aug, Sept)	160	1848	31,956.30	\$12,498.00
Q2 2021 (Oct, Nov, Dec)	147	1547	36,625.60	\$14,430.07



Medi-Links: Out of County Medical Transportation

- Utilization Update
 - We have seen a spike in ridership from February to March. By providing riders with availability solutions, we are able to successfully schedule all riders at the time of their request.

MEDI-LINKS UTILIZATION

<u>PERIOD</u>	<u># SCHEDULED TRIPS</u>	<u># COMPLETED TRIPS</u>	<u># CANCELLED TRIPS</u>
January 2021	25	15	5*
February 2021	27	24	3
March 2021	42	38	4
Q1 2020 (July, Aug, Sept)	42	37	5
Q2 2020 (Oct, Nov, Dec)	80	68	12

*(2) COVID positive cancellations for same rider, (1) weather



SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL STAFF REPORT

TITLE: Update on Lake Transit Projects and Grants

DATE PREPARED: 4/9/21

MEETING DATE: 4/15/21

SUBMITTED BY: James Sookne, Program Manager

COVID-19 UPDATE:

Since February 2021, the system has seen a slight increase in ridership, averaging approximately 53.1% fewer passengers than pre-COVID times. However, it has been over a year since the shelter-in-place order took effect and this now allows for year-over-year data comparison during the pandemic. Ridership is still down significantly from pre-pandemic levels but has seen a weekly increase of approximately 37% (2,580 riders) compared to the previous year (1,876).

FREE FARES UPDATE:

On February 17th, Lake Transit Authority implemented a system-wide free fare program. Over the following six weeks, fixed-route ridership averaged 2,222 passengers per week. While this is still significantly lower than pre-pandemic numbers, it is an increase of approximately 36% over the prior six-week period, which averaged 1,631 riders per week. After evaluating the program and available funding, staff extended the duration of the free fare program through the end of April.

5311/CRRSAA APPLICATIONS:

The call for projects for FFY2021 5311/5311(f) and Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funds came out in March. The FFY2021 5311 and CRRSAA apportionments for Lake County are \$406,458 and \$1,074,575, respectively. There is a total of \$4.7 million of 5311(f) funds available to the state, of which LTA will apply for approximately \$530,000.

ROUTE REVISIONS AND SERVICE CHANGES:

Staff has been working with Paratransit Services on revisions to the existing service. After reviewing the boarding and alighting reports, it was apparent that some changes were needed to make the most of our limited resources. Many of the changes are minor timing adjustments that will make service more efficient. An example of such change is shifting the time allocated to the 7:00AM Route 12 run to a new 4:00PM run on Route 12.

One change to highlight is the modified Route 8 which is currently interlined with Route 1, meaning the Westbound 1 becomes the Southbound 8 when it gets to Sutter Lakeside Hospital in Lakeport and the Northbound 8 becomes the Eastbound 1 when it gets to Sutter. The proposed changes to Route 8 would create a Lakeport loop with Sutter Lakeside Hospital to the north and Konocti Vista Casino to the south. These changes will increase the frequency through the City of Lakeport as well as for Big Valley Rancheria, which is currently only served by three runs of Route 4A. These changes will help riders recover from the pandemic by providing easier access to vaccination clinics, doctor appointments, and other essential trips. These changes are also consistent with recommendations found in the 2015 Lake Transit Authority Transit Development Plan.

Staff is planning to implement many of these changes, including the modified Route 8, as well as resume service on Routes 2 and 4A on May 10th.

ACTION REQUIRED: None, informational only.

ALTERNATIVES: N/A

RECOMMENDATION: N/A



Lisa Davey-Bates, Executive Director
Administration
525 South Main Street, Ste. G
Ukiah, CA 95482
(707) 263-7868

Wanda Gray, Regional Director
Operations
P.O. Box 698
Lower Lake, CA 95457
(707) 994-3384

Lake SSTAC Meeting: 4/15/21
Agenda Item: #7a

DATE: April 14, 2021
TIME: 9:30 a.m. (or as soon thereafter as the Lake Area Planning Council Meeting Adjourns)
PLACE: Audioconference
Dial-in number: 1 (669) 900-6833 / Meeting ID: 955 9372 2292# Passcode: 750584

***Zoom link provided to Board Members in distribution email and to public by request.**

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Transit Authority's Board meeting will be by audioconference. Public comments will be available during Wednesday's meeting on any agenda item. Please send comments to our Board Secretary, Charlene Parker, at cparker@dbcteam.net and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

1. Call Meeting to Order
2. Roll Call

PUBLIC EXPRESSION

3. Public input on any unmet transit need or any other item within the jurisdiction of this agency, but which is not otherwise on the above agenda

CONSENT CALENDAR

4. Approval of Minutes of the February 10, 2021 meeting
Review and proposed approval

REGULAR CALENDAR

5. Retirement and Certificate of Appreciation for Wanda Gray
6. Resolution No. 2020-21-05 Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Project: Solar Canopy Project
Review and proposed approval

REPORTS

7. LTA Meetings Report
8. LTA Program Manager's Report
9. Paratransit Services' Report
10. Lake Links Update
11. Announcements

CLOSED SESSION

ADJOURN

PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake Transit Authority Administrative office at (707) 263-7868, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendaized, Lake Transit Authority may adjourn to a closed session to consider litigation or personnel matters (i.e. contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: April 8, 2021