



# 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) AGENDA

**DATE:** Tuesday, May 9, 2017  
**TIME:** 1:30 pm

**PLACE:** Lake Transit Authority  
9240 Highway 53  
Lower Lake, California

Caltrans-District 1  
Teleconference  
1656 Union Street  
Eureka, California

**Teleconference Call-in # 1 (866) 576-7975, Participant Code: 961240**

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### Call to Order and Introductions

1. Public Input
2. Approval of Draft February 7, 2017 SSTAC Meeting Minutes
3. SSTAC Membership Recommendations (*Speka*)
4. Unmet Transit Needs Analysis Findings and Recommendations (*Barrett, Wall*)
5. Non-Emergency Medical Transportation (NEMT)
  - a. Pay Your Pal Update (*Parker*)
  - b. MOU Between St Helena Hospital Clearlake and LTA (*Wall*)
  - c. Other NEMT projects
6. Consolidated Transportation Services Agency (CTSA) Update
  - a. Lake Links Non-profit Formation Update (*Wall, Davey-Bates*)
7. Update on Lake Transit Projects and Grants
  - a. FTA 5311(f) Program (*Wall*)
  - b. FTA 5310 Mobility Management Grant (*Davey-Bates, Parker*)
  - c. FTA 5304 Sustainable Communities Grant- Bus Passenger Facility Plan (*Speka*)
  - d. Lake Transit Hub Location Plan Update (*Wall, Davey-Bates*)
  - e. Other grants
8. Update on Lake Transit Authority (LTA) meetings
  - a. Draft March 8, 2016 LTA Meeting Minutes
  - b. May 10, 2017 LTA Agenda
9. Update on Human Services Transportation Programs
  - a. 5310 Vehicles Assigned to People Services (*Wall*)
10. Discussion of Issues and/or Other Topics

- a. Regional Transportation Plan (RTP) Update (*Speka*)
- b. Record Bee Article, “Outstanding Rural Transportation Project” Award

11. Date for next meeting: Tuesday, August 8, 2017

12. Announcements/Good of the Order
  - a. Retirement of LTA Manager (*Wall*)
  - b. Other Announcements

13. 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 APC office at (707) 263-7799, at least 72 hours before the meeting.

Date posted: 5/03/17

#### List of Attachments:

- Agenda Item #2: February 7, 2017 Draft SSTAC Meeting minutes*
- Agenda Item #3: Staff Report SSTAC Membership Recommendations and 2017 Roster*
- Agenda Item #4: Staff Report, Unmet Needs Adopted Definitions, and LTA Response*
- Agenda Item #8a: March 8, 2017 Draft LTA Meeting minutes*
- Agenda Item #8b: May 10, 2017 Lake Transit Authority Agenda*
- Agenda Item #10b: Record Bee Article with photos*



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

Tuesday, February 7, 2017  
1:35 p.m.

Umpqua Bank Board Room  
805 11<sup>th</sup> Street  
Lakeport, California

Caltrans – District 1  
Teleconference  
1656 Union Street  
Eureka, California

**Present:** Ilene Dumont (Chair), Mark Wall, Michelle Dibble, Paul Branson (Vice-Chair), Kaye Bohren, Karl Parker, and teleconference: Dave Carstensen

**Absent:**

**Also Present:** Tavi Granger, Lisa Davey-Bates, John Speka, Phil Dow, teleconference: Rebecca Southwick

**Call to order**

Ilene Dumont called the meeting to order at 1:35 PM.

**1. Public Input**

No public input, however, Lisa noted that comments were received from a RTP Workshop held in the Lucerne Senior Center prior to the SSTAC meeting inquiring about Sunday transit service. It was considered unlikely given the current funding situation, but was mentioned in order that it be added to this year's list of unmet needs for the region.

**2. Approval of SSTAC Meeting Minutes**

A motion to adopt the draft December 13, 2016 minutes was made by Mark Wall. Dave Carstensen wanted to clarify that at the bottom of page 4, regarding the Sustainable Transportation Planning Grant application, that the Bus Passenger Facility request was for planning purposes only and not for structures or facilities themselves. Paul had a correction on page 3 under NEMT heading noting that Karl was in contact with the "Sonoma County" Area Agency on Aging Transportation Council. Mark amended the motion to include the corrections and clarifications. Seconded by Paul and approved unanimously.

**Action Item:** Acknowledge minor corrections and clarifications as noted and approve the December 13 minutes.

**3. Non-Emergency Medical Transportation (NEMT)**

Karl had not yet arrived to discuss update on Pay-Your-Pal program. Paul noted that he had spoken to Karl and the number of participants was up to 15 as of December. Lisa discussed status of the non-profit (Lake Links) formation. While it was originally decided that, for paperwork purposes, Lisa as the LTA Executive Director would be the initial member in order

to launch the non-profit, possible changes in how the operating contract is awarded could lead to a conflict of interest, especially, if an RFP list were to include consulting firms such as Davey-Bates Consulting. Because of this, Ilene as the SSTAC chair, was asked to fill the role as the founding member to start, at least until the non-profit paperwork could be submitted. Ilene agreed to fill the role. Issues such as by-laws and board composition have yet to be determined otherwise.

Karl apologized for being late but was currently dealing with a computer virus that likely erased all of his current and past work as well as his contacts. He provided an update to the Pay-Your-Pal program. Program is broken down into mileage reported and mileage allowed categories. In December, approximately 2,500 miles were reported (by 13 people) with 1,800 allowed. In all \$641.62 was paid out. Average trip was 22 miles for those participating, with \$5.58 payments being made by LTA for each trip. Allowable miles were 16.7 (\$5.88 per trip). For the 2016 calendar year, the average allowable trip mileage was 14.4 (\$5.04 per trip). Cost per mile wasn't calculated, but for the year, the total cost was \$4,558.40. For 2016, total allowable mileage was 13,024 (with 15,466 total miles). This calculates (according to Mark's calculation) to 26.5 cents a mile, which is a fairly low cost for LTA. This is all based on monthly reports from the riders. Reports for January 2017 will be tabulated soon.

Program has slowly grown from 6 people through the first half of 2016 with brochures being made available at senior centers and other service agencies. Also, a presentation was given at County Adult Services considered to be helpful with the outreach efforts. As the new Interim Manager for Adult Services, Tavi Granger was noted as being the person to contact for any future coordination. Karl noted more being interested in the program as seen by 4 new messages on his phone. Program is becoming noticed through IHSS referrals, Adult Services and word of mouth.

Mark noted that money for the program is coming through Local Transportation Funds, basically transit money. Additional money is being sought through a 5310 grant currently being prepared hopefully allowing for continued growth of the program, among other things. LTF funds would otherwise be able to maintain the program for about two more years. In the event that the program grows, some type of "eligibility committee" may be warranted to ensure funds are being used for eligible riders. Formation of the CTSA is also a means of funding the program by having the medical community, as beneficiaries of the services, help cover the costs. For instance hospital foundations such as Sutter Hospital Foundation could donate money whereas they are not able to currently give money to a government entity like the Transit Agency. Medi-Cal may also be a source to look to in the future. Currently an application to become a Medi-Cal provider is on hold as other priorities have taken precedence. Michele offered to sit on a committee to review criteria along with Tavi. Committee could be modeled on similar type review committees in rural areas.

#### **4. Consolidated Transportation Services Agency (CTSA) Update**

Item discussed previously regarding changing the founding member from Lisa to Ilene. Also, brief discussion about the articles of incorporation including "low income" eligibility for certain services on top of those already considered for seniors or individuals with disabilities. Minutes for December 13, 2016, CTSA ad hoc committee meeting were looked at noting that Michele was not present as stated, while Ilene was at the meeting (not stated).

**Action Item:** Acknowledge minor corrections to December 13, 2016 ad hoc committee minutes as noted. No approval of minutes needed as they were intended for informational purposes only.

## **5. Update on Lake Transit Projects and Grants**

### **a) FTA 5311(f) Program**

Mark discussed rural inter-city bus grant program that used to pay 100% of costs for Routes 3, 4, 1 and 7. They were broken in to two projects, with each receiving the full amount of \$300,000.00 (for a total of \$600,000.00). This year the funding is cut down to \$496,691.00. Next year it will be cut by another 26%, or by approximately \$129,000.00, lowering the total to about \$367,750.00. To put it into perspective, however, previous to receiving the “two project” amount of \$600,000.00, the program used to receive about \$180,000.00 from that source, so over the long term, the funding is still above what it was several years ago. Services will still need to be cut because of the reduced funding. Route 7 connects to Ukiah and can't be cut because its runs are grant funded and other federal money would be lost as a result. Route 3 is almost completely grant funded as well so it would also need to remain intact. Route 4 (Lakeport to Clearlake along Route 29) would probably need to cut some evening hours. Route 1 (Lakeport to Clearlake along Route 20) will also probably need to cut back on services, even though it has been consistently growing in ridership over the past few years. The cuts need to take place by the 2017/18 fiscal year, but perhaps can happen sooner in an effort to phase the reduced service. Possibly by late spring when school finishes.

Another option could be to cut other services such as Route 2 (Cobb Mountain) which is already underutilized with respect to ridership (about 1.5 passengers per hour currently). Since the fire, the presumption is that less elderly and disabled are living in that area. Michele may be able to look at Social Services records to confirm although they might be limited in that their records only pertain to those that utilize County Social Services. A public hearing could be helpful for the Cobb Area community to express whether continued service in that area is still important.

### **b) FTA 5310 Grant**

Karl discussed three applications being made for three projects. The first is for the mobility management program previously covered by the 5317 Grants, or New Freedom, which has since been rolled into the 5310 program. The second project is the volunteer driver program which includes Pay-Your-Pal, but will also include a component with a pool of drivers for those who aren't able to get rides from people they know. The third request is to fund a NEMT program for patients to get to Santa Rosa a couple of days a week. The plan would be to use central collection point “hubs,” such as senior centers, from where shuttles could drive to Santa Rosa and link with local transportation services once there. Also, perhaps Cobb service to help people get to the senior center hubs, such as Middletown where a shuttle could pick up users. It would be a subscription based program with reservations, etc. Also, as part of the third piece would be having each senior center in the county offer social group trips once a month (e.g. non-NEMT trips, farmer's market, etc.). General discussion about NEMT and Pay-Your-Pal and what should be included in the application.

### **c) Lake Transit Hub Location Plan Update**

Mark discussed preferred location (County owned property on Dam Road Extension) and issues arising over perceived security problems. It was believed by representatives of the schools across the street that the transit hub will attract homeless people to the area. This stems from the current transfer point near Ray's Food Place being located near an existing homeless encampment, although there is no evidence that the homeless population is caused by the transit stop. An alternative site near Safeway on Olympic Boulevard was also considered, although it is less desirable than the previously determined “preferred site.” One of the primary reasons is that the Dam Extension Road site allows LTA to have better decision making control with respect to security. A security expert's analysis was able to demonstrate to

the school officials that the homeless issues would not be exacerbated by locating the hub at the preferred site. Mitigation measures may need to be included to address concerns that could arise. Having addressed concerns of the community, the next steps will involve approvals from the Lake APC/LTA Board and then finish negotiating with the County for purchase of the land. The plan itself is expected to be finalized by the end of this fiscal year.

#### **d) Other Grants**

Mark discussed Low Carbon Transit Operating Program (LCTOP) Funds, or money derived from the sale of carbon tax credits, totaling about \$30,000.00 a year. The money can only be spent on certain items that can demonstrate the reduction of greenhouse gases (GHGs). Last year money was applied for to replace bus stop signs, arguing that better visibility of bus routes, stops and schedules would result in more users of public transit, and thus, GHG reductions. This year, an application is being considered to buy student transit passes which could lead to longer range partnerships between the colleges and transit agency (e.g. student fees for parking/bus passes where portions would go to LTA). It would also serve the purpose of promoting student ridership.

### **6. Update on Lake Transit Authority (LTA) Meetings**

#### **a) Draft December 14, 2016 LTA Meeting Minutes**

Mark discussed the December LTA meeting minutes and discontinuing a plan to convert buses to run on propane as opposed to diesel. The air quality benefits would not justify the costs involved. Lights are being replaced with LED which will save money. First quarter operating stats report. Ridership was boosted due to free rides during the fall (2015) and winter (2016) paid for by federal assistance from the Valley Fire disaster. This year's Clayton Fire did not receive federal money and free rides were only given for a week. Overall ridership fell in the aftermath as a result.

#### **b) February 8, 2017 LTA Agenda**

Mark discussed agenda for LTA Board meeting scheduled for next day (February 8). Report on first half of the FY operating report, operations and maintenance RFP with contract to be awarded by March 8 LTA meeting, advertising services RFP and 5311(f) Grant among items to be discussed.

### **7. Update on Human Services Transportation Programs**

Karl discussed that a few 5310 grant small buses were returned from two senior centers, Live Oak and Lucerne, because they had no budget for the operating costs. The buses were in service for Dial-A-Ride in Clearlake and Lakeport. Two of them will end up going to People Services to replace two retired vehicles (both over 300,000 miles). The new vehicles will be added to reporting sheets from People Services to LTA and LTA will keep records for Caltrans purposes as well. Should be ready for use by April 1. A third vehicle will likely end up with St. Helena Hospital once appropriate paperwork (e.g. MOU, Caltrans approval, etc.) can be finalized.

### **8. Discussion of Issues and/or Other Topics**

#### **a) RTP Workshop Update**

John reported on the Regional Transportation Plan (RTP) Workshops held to date. A series of workshops were held in Lakeport, Middletown and Lucerne. A fourth had been scheduled later the same evening (February 7) in Clearlake but had been postponed due to potential flooding in and around the Clearlake region. The purpose of the workshops is to gather as much community input as possible regarding potential transportation projects to be added into the 20-year planning document. The workshops have not been very well attended given the

nature of the topic for many community members. The workshops entail a PowerPoint presentation explaining what the plan is about and why it is needed. Workshop participants are asked to prioritize the types of projects they'd like to see included in the plan. A budgeting exercise is presented in which fake "transportation dollars" are given and asked to be distributed among 12 different types of transportation projects in a variety of modes (e.g. bicycle, pedestrian, street repair and maintenance, expanded transit services, etc.). So far the majority of "dollars" have gone towards the road repair, bicycle and pedestrian facilities categories.

John also noted that he was able to contact potential candidates for the vacant seats on the SSTAC including Tavi Granger (Interim Manager for County Adult Services) and Rebecca Southwick (Representative from St. Helena Hospital in Clearlake), both of who sat in on today's meeting. Another vacant seat for a Social Services Handicapped Provider will also need to be filled and John will contact a member of Vietnams Vets of America (Dean Gotham was recommended by the previous rep Frank Parker) or else someone in the Clearlake VA Clinic to see if a representative is interested in sitting on the Council. Karl suggested a contact in Lakeport (Saul Sanabria). By the next meeting in May, the SSTAC can give a formal recommendation to the APC Board which will make the actual appointment during the following day's meeting.

#### **9. Date for Next Meeting**

Next meeting is scheduled for May 9, 2017.

#### **10. Announcements/Good of the Order**

None

#### **11. Adjourn**

Meeting adjourned at 3:47 PM.

Respectfully Submitted,

John Speka – Senior Transportation Planner



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

### SSTAC STAFF REPORT

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**TITLE:** Social Services Transportation Advisory Council Appointments

**DATE PREPARED:** 5/2/17

**MEETING DATE:** 5/9/17

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**SUBMITTED BY:** John Speka, Senior Planner

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**BACKGROUND:** The Transportation Development Act (TDA) requires that each Regional Transportation Planning Agency maintain a Social Services Transportation Advisory Council (SSTAC) to represent interests of the elderly, handicapped and persons of limited means. The SSTAC for the Lake County region is comprised of nine members representing a variety of social services interests. Each of the positions are filled to represent a specific interest within staggered three year terms (see attached current roster and term periods for each seat).

As of October 2016, three seats have expired. Of these, the current "Transportation Provider- Handicapped" representative (Ilene Dumont) has agreed to continue serving as Chairperson, if reappointed. Two new representatives have been nominated to fill the other expired seats. In addition to these positions, there are two seats that are currently vacant. A nomination for one of the vacant seats has been identified, while a search remains for the second vacancy. The seats that are currently nominated to be filled are listed below.

- "Social Services Provider- Seniors"
  - Term: November 2016 through October 2019
  - Nominee: Tavi Granger, Interim Manager, Lake County Adult Services
  
- "Transportation Provider"
  - Term: November 2015 through October 2018
  - Nominee: Rebecca Southwick, Development Officer, St. Helena Hospital Clearlake
  
- "Transportation Provider- Handicapped"
  - Term: November 2016 through October 2019
  - Nominee: Ilene Dumont (Current Chair), Executive Director, People Services
  
- "Consolidated Service Transportation Agent"
  - Term: November 2016 through October 2019
  - Nominee: Karl Parker, Mobility Programs Coordinator, Paratransit Services

A "Social Services Provider- Handicapped" seat will remain vacant until a qualified volunteer can be nominated. At that point, the APC Board will be asked to make an appointment to fill the vacancy.

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**ACTION REQUIRED:** Recommendation to the Lake APC

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**ALTERNATIVES:** The Board may submit additional names for consideration. Also, the Board may appoint more members than the nine prescribed by law.

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**RECOMMENDATION:** Appoint Tavi Granger, Rebecca Southwick and Karl Parker as new members to the SSTAC. Reappoint Ilene Dumont as Chairperson of the SSTAC.



**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

**DRAFT MEMBERSHIP ROSTER FOR 2017**

<u>Membership Position</u>	<u>Member</u>	<u>Term</u>
1. Potential Transit User 60 Years or Older	<b>Paul Branson</b> P.O. Box 1355 Clearlake Oaks, CA 95423 Phone: 925-286-5494	October 2015 – October 2018  <b>e-mail:</b> <a href="mailto:shapingmobility@gmail.com">shapingmobility@gmail.com</a>
2. Potential Transit User Handicapped	<b>Kaye Bohren</b> 1685 South Main Street Lakeport, CA 95453 Phone: 707-263-4789	October 2014 – October 2017  <b>email:</b> <a href="mailto:kaybohren@me.com">kaybohren@me.com</a>
3. Social Services Provider Seniors	<b>Tavi Granger</b> Interim Manager for County Adult Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-5677	January 2017 – October 2019  <b>email:</b> <a href="mailto:tgranger@dss.co.lake.ca.us">tgranger@dss.co.lake.ca.us</a>
4. Transportation Provider	<b>Rebecca Southwick</b> St. Helena Hospital Clear Lake Office of Advancement, Development Officer 15322 Lakeshore Dr., Suite 201 Clearlake, CA 95422 Phone: 707-995-5677 Cell: 707-349-8105	January 2017-October 2018  <b>email:</b> <a href="mailto:southwri@ah.org">southwri@ah.org</a>
5. Social Services Provider Handicapped	<b>Currently Vacant</b> Name of Business/Title Mailing Address City, State, Zip Code Phone:	Term through October 2018  <b>email:</b>
6. Transportation Provider Handicapped	<b>Ilene Dumont</b> People Services 4195 Lakeshore Blvd. Lakeport, CA 95453 Phone: 707-263-3810	October 2013 – October 2019  <b>email:</b> <a href="mailto:idumont@rocketmail.com">idumont@rocketmail.com</a>
7. Social Services Provider Limited Means	<b>Michele Dibble</b> Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-4364	October 2014 – October 2017  <b>email:</b> <a href="mailto:mdibble@dss.co.lake.ca.us">mdibble@dss.co.lake.ca.us</a>
8. Consolidated Services Transportation Agent	<b>Mark Wall</b> Lake Transit Manager 1445 S. Silvertale St. Visalia, CA 93277-4080 Phone: 707-263-7868	October 2014 – October 2017  <b>email:</b> <a href="mailto:mwaconsulting@comcast.net">mwaconsulting@comcast.net</a>
9. Consolidated Service Transportation Agent	<b>Karl Parker</b> Paratransit Services P.O. Box 698 Lower Lake, CA 95457 Phone: 707-994-3384 Ext. 7	October 2016 – October 2019  <b>email:</b> <a href="mailto:karlparker@mediacombb.net">karlparker@mediacombb.net</a>



## SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

### STAFF REPORT

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**TITLE:** 2017/18 Unmet Transit Needs Recommendation

**DATE PREPARED:** 05/02/17

**MEETING DATE:** 05/09/17

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**SUBMITTED BY:** Nephela Barrett, Program Manager

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**BACKGROUND:**

The Unmet Transit Needs 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 recommended and provides an opportunity to formalize the process of identifying potential transit needs and opportunities to meet those needs if feasible. It also meets the citizen participation requirements of the TDA and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC).

The current Unmet Needs Process began at the December meeting of the Social Services Transportation Advisory Council, where a list of potential unmet transit needs was developed. The Technical Advisory Committee also discussed the list and provided additional comment. In March, a public hearing was held by the APC at which a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to APC and LTA staff for further analysis.

The next step in the process is for the SSTAC to make a recommendation to the APC determining if any of the needs are “reasonable to meet” according to the adopted definition (definition attached). LTA staff has analyzed the needs and provided a response for each. The attachment contains all the needs that were identified as well as staff’s response to these needs. At the SSTAC meeting, we will discuss recommended findings.

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**ACTION REQUIRED:**

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

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**ALTERNATIVES:** None identified.

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**RECOMMENDATION:**

Proposed findings specific to each item will be discussed at the SSTAC meeting. The SSTAC will then make a recommendation to the APC determining if the items are unmet needs and are reasonable to meet, according to the adopted definitions. It is anticipated that the APC will take action at their May 10 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 criteria 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

**LTA Response to  
Lake County FY 2017/18 Potential Unmet Transit Needs  
Developed by Social Services Transportation Advisory Council  
and Technical Advisory Committee**

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

Thank you for the opportunity to respond to the list of FY 2017/18 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. In this coming year, the task is particularly difficult because of an expected reduction in FTA 5311(f) funding.

**Potential Unmet Transit Service Needs**

1. **Medical trips to Saint Helena Clearlake and Sutter Health Lakeside.** There may be an opportunity for funding partnerships with these health centers. Saint Helena Clearlake has been providing some service, however, based on the rate of non-emergency ambulance calls, there appears to still be a need.

**Response:** Last year, the APC found that service to St Helena Clearlake and Sutter Lakeside hospitals, as well as the Tribal Health clinic, was not an unmet need because extensive transit services are provided to each of these facilities. In addition, transport provided by the clinics and the new LTA/Lake Links Pay-Your-Pal programs supplement transit services. The remaining need is very limited, and does not meet the definition of an unmet need since it does not meet the criteria of a significant number of people in need.

Lake Transit Authority, in its capacity as the CTSA (Lake Links) has continued efforts to develop funding partnerships with health care providers and to find stable funding for additional Pay-Your-Pal services. A Memorandum of Understanding with Saint Helena Clearlake is expected to be adopted before the end of 2016/17. This MOU will provide for the use of an FTA 5310 funded vehicle by Saint Helena Clearlake to support clinic transportation services. In addition, the MOU allows Lake Links to schedule other medical trips on the Saint Helena vehicle(s) when they are compatible with the vehicle schedule. Lake Links will continue efforts to work with both hospitals and with Tribal Health.

During the past year, Lake Links has collaborated with Tribal Health in an effort to identify the need for out of county trips that the clinic cannot provide. It is our hope that the Lake Links program will be able to provide for these out of county trips beginning in 2017/18 through a 5310 grant that has received Caltrans' staff recommendation to the CTC.

Although LTA/Lake Links continues to pursue federal grants to support Pay-Your-Pal, NEMT, and mobility management efforts, the establishment of a Lake Links non-profit agency, and securement of Medi-Cal transportation funding remain keys to a broader and more robust NEMT program to supplement transit and medical provider efforts.

2. **Eastbound service to Spring Valley and further east, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino. There may be an opportunity to fund this service with FTA 5311f funding.

**Response:** There is no opportunity to fund service to Spring Valley and further east in 2017/18, and it is unknown if there will be an opportunity in subsequent years. Therefore, this unmet need is not reasonable to meet.

Caltrans announced several months ago that FTA 5311(f) funding in 2017/18 would be limited to continued funding of existing projects. In addition, it was announced that there would be an across the board cut of 26% for existing projects, and that no "toll credits" would be available. The bottom line is that funding provides for only forty-one percent of existing projects. While funding is not expected to increase in 2018/19, Caltrans has advised that there will be no continuing projects. Rather, every recipient of these funds will have to reapply for existing projects and compete with new project requests. This outlook is not encouraging, but it does not preclude new projects.

The greater problem is providing the local match that would be needed for this service. There is not sufficient TDA funding to support this route without cutting other services. The only available non-TDA source of local match is the state Low Carbon Transit Operations Program (LCTOP), but this program does not provide adequate funds to provide local match for this route. SB1, recently signed into law, will provide additional local funds but it is unknown at this time whether or not they will be sufficient to support new bus routes in 2018/19 or thereafter. If funding appears adequate, an FTA 5311(f) application can be prepared for 2018/19.

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:** Last year, the APC found that this is an unmet need that is not reasonable to meet at this time due to very limited demand. During the past year, LTA/CTSA has taken steps that may improve services to outlying areas. These include support for clinic operated wheelchair lift equipped vehicles, and further development of the volunteer driver programs. These meet more of the need, but fall short of a dedicated program to provide wheelchair lift equipped service that will meet widely dispersed trips in outlying areas. LTA/CTSA is continuing its efforts to secure funding for a pilot project that would provide wheelchair lift equipped service. Through its Mobility Manager contract, LTA/CTSA is seeking Medi-Cal funding to help support the service. LTA/CTSA is continuing to work with the health and social services community to define the need and potential funding agreements for service.

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, through its Lake Links CTSA program, will implement a program to provide NEMT service to out-of-county locations in 2017/18 provided that an FTA 5310 grant is received as expected. LTA has been notified that Caltrans has recommended to the California Transportation Commission that this grant be awarded. It is expected to provide \$225,139 for Out-of-County NEMT services and for senior center transportation programs.

5. **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. LTA would consider providing such service under contract with RCRC.

6. **Fixed route service on Sundays for the north shore communities.**

**Response:** It is unknown if this is an unmet need as there is no documentation. Based on industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and fewer on Sunday than on Saturday. If there were an unmet need, it could only be met at this time by cutting existing service.

7. **Deviation from the fixed route in Lucerne to accommodate senior center lunch program.**

**Response:** Lake Transit Authority will deviate from its fixed route to accommodate the senior center lunch program.

Again, thank you for the opportunity to respond to unmet needs testimony. We look forward to implementing the improvements that LTA is able to provide in 2017/18.

Sincerely,

Mark Wall  
General Manager



# LAKE TRANSIT AUTHORITY

## DRAFT Minutes

March 8, 2017

10:00 a.m.

Location: Lake Transit Authority, 9240 Highway 53, Lower Lake, CA

### **Present**

Moke Simon, Supervisor, County of Lake  
Tina Scott, Supervisor, County of Lake (Alternate)  
Russell Perdock, City Council Member, City of Clearlake  
Nick Bennett, City Council Member, City of Clearlake  
Stacy Mattina, City Council Member, City of Lakeport  
Kenneth Parlet, City Council Member, City of Lakeport  
Chuck Leonard, Member at Large

### **Absent**

Vacant Position, Member at Large

### **Also Present**

Mark Wall, Transit Manager, Lake Transit Authority  
Bill McIntyre, Paratransit Services  
Lisa Davey-Bates, Admin. Staff - Lake County/City Area Planning Council (APC)  
Alexis Pedrotti, Admin. Staff- Lake APC  
Phil Dow, Planning Staff – Lake APC  
John Speka, Planning Staff- Lake APC  
Joan Moss, Member of the Public, Transit Rider  
Dante DeAmicis, Member of the Public

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#### **1. Call Meeting to Order**

In the absence of Chairman Smith, Vice-Chair Mattina called the meeting to order at 10:02 am.

#### **2. Roll Call**

Alexis Pedrotti called roll. Members present: Simon, Scott, Perdock, Bennett, Mattina, Parlet, Leonard. Absent: (Vacant Position)-Member-at-Large

#### **3. Election of Officers**

Typically, the same board members are nominated for the Chair and Vice Chair positions as the Lake APC. This was inadvertently missed on LTA's agenda last month; therefore Mark is requesting nominations be made at the March Meeting.

*Director Perdock made a motion to nominate Director Jeff Smith for Chairman and Director Stacey Mattina for Vice Chairman for the calendar year 2017. The motion was seconded by Director Bennett and carried unanimously.*

#### **4. 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.**

Joan Moss– Member of the Public and LTA rider attended the meeting today to express her deep appreciation for the transit system. She stated the drivers are the true heroes of Lake County in her eyes. They help people who don't have a license, a car, or are unable to drive.

**5. Approval of Minutes of February 8, 2017 (Draft)**

Director Parlet expressed concern with the draft minutes with respect to the situation with the RAH Outdoor advertising contract. He felt there was considerable input and comments from the Board Members in response to the breach of contract that weren't in the minutes, and the overall direction of the board. Many other board members agreed with Director Parlet.

The Board requested more clarification be included in the final minutes. Director Parlet requested the following language be added: "The LTA Board made it abundantly clear that they were unanimously in favor for not continuing any work or services with RAH Outdoor, and would like to pursue additional options for him to fulfill his contractual obligations due to LTA".

*Director Parlet made a motion to approve the February 8, 2017 Lake Transit Authority Meeting Minutes, as amended. The motion was seconded by Director Perdock and carried unanimously.*

**6. Resolution No. 2016/17-01 Authorizing Funding Under FTA Section 5310 (49 U.S.C. 5310) with California Department of Transportation**

Mark Wall reminded the Board they recently heard a report by Lisa Davey-Bates to the Lake APC meeting on the 5310 grant application. This grant application has been a large team effort by APC Staff, Mark Wall and Karl Parker. Before this application can be considered by Caltrans, they require the attached resolution be approved authorizing the Transit Manager to submit and execute all required documentation pursuant to the grant application.

*Director Leonard made a motion to approve Resolution 2016/17-01 Authorizing Funding Under FTA Section 5310 (49 U.S.C. 5310) with California Department of Transportation, as presented. The motion was seconded by Director Simon and carried unanimously.*

*Roll Call Vote: Ayes (7) Directors Simon, Scott, Perdock, Bennett, Mattina, Parlet and Leonard; Noes (0); Abstain (0); Absent (1) Vacant- Member -at-Large position*

**7. Advertising Contract**

RAH Outdoor was the previous advertising contractor for LTA. There have been issues in the past year that have left RAH Outdoor owing LTA a substantial amount of money. The owner of RAH Outdoor, Rick Hamilton, has had various issues resulting in the negligence of his contractual obligations to LTA. After discussing how severe the situation was at the last board meeting, Mark presented the Board with options for RAH Outdoor to fulfill the remainder of his obligations.

Mark provided a detailed summary of options to present to the Board. Mark reminded the Board, that as the Transit Manger for the Lake Transit Authority he is committed to making recommendations that are most financially beneficial and less problematic for the agency. Mark's recommendation to the Board was Option #1 (*Accept the RA Hamilton proposal to repay debt to LTA with production and installation of graphics and removal of graphics from surplus vehicles*). RAH Outdoor did provide a proposal showing the cost to complete the remainder of all the tasks. His proposal did include competitive rates when compared to other agencies and Mr. Hamilton agreed to additional stipulations if he were allowed to work off the debit.

However, after hearing from Director Parlet and other Board Members regarding the previous meeting, Mark acknowledged the Board would not be pursuing Option #1, and the most likely solution for the Agency to obtain their money would be to set up a payment plan option (*Option #2 – Agree to a plan and schedule for repayment of debt by Mr. Hamilton*). Mark noted that Mr. Hamilton stated he can pay up to \$400 per month, which calculates out to July 2020 for RAH Outdoor to fully repay his debt. Mark is not fond of this decision due to the amount of staff time and tracking it will take.

Alternatively, if Mr. Hamilton denies this option and chooses not to pay, LTA will be forced to pursue Option #3 (*Turn over to debt collection agency*), then #4 (*File a lawsuit against r. Hamilton for the*



*monies due*) or #5 (*File a complaint with the District Attorney regarding the unpaid funds*). This would entail turning over the issue to a collection agency, which could cost LTA anywhere from 25% to 50% of the collected income and at times debt collectors negotiate lesser amounts. Collection agencies have better tools to collect debts, and functions to submit negative credit reports, etc. If this option doesn't work to obtain the debt owed by Mr. Hamilton, then LTA can move on to Option #4.

It has been suggested to file a lawsuit against Mr. Hamilton, or taking a lien against his property. Mark reiterated this would take time from staff and increase costs for attorneys. It has also been suggested to file a claim with the District Attorney, however, since Mr. Hamilton has agreed to pay \$400 per month to reconcile his debit, or work it off, Mark doesn't believe anyone would convict him of fraud.

Director Perdock noted that if he were to use a vendor, and they did not perform the work satisfactorily, he would not go back. He further stated Mr. Hamilton presented himself fraudulently to work off his debt because he included his contractor license number in his proposal. Director Perdock noted there was concern that Mr. Hamilton's license had been revoked because of previous convictions. Mark Wall clarified that Mr. Hamilton is not required to obtain a contractor's license to complete this work on the buses, but understands his concern.

Director Parlet appreciates Mark's empirical dedication to the agency, and commitment to do what is best for the agency. However, when looking at this current situation, and knowing Mr. Hamilton is willing to pay the \$400 per month, he feels this would be the most suitable solution for LTA. If he is willing to pay, let him, otherwise LTA can consider litigation and court later.

Director Scott also appreciates Mark's concern for the agency. She also noted staff will need to stay on top of this situation, when receiving the payments. It was very concerning to see the long period that lapsed between when RAH Outdoor had made the last payment and when it was brought to the Board for action.

Director Mattina publicized the fact that in her opinion Mr. Hamilton is not paying back a debt, he misused public funds. That is still a crime to spend these funds. The agency is now just allowing him to repay these funds and not be held accountable for his actions. Mark noted the contract is a little unclear and holds an uncomfortable situation for all involved. Director Parlet requested the contract be tightened up for future use.

Director Bennett agrees with the \$400 per month payment plan, if he chooses not to pay then he will be turned over to collections. He added Mr. Hamilton does not belong on the premises and does not belong doing any additional work for the agency.

Director Simon would like ties cut with the individual, and also agrees with the \$400 per month payment plan, but only allow him 30 days. If Mr. Hamilton misses a payment, he is done and will be turned over to collections.

Dante DeAmicis, Member of the Public reported this has gone on way too long. Mr. DeAmicis feels that it is highly probable that he likely owes other people money as well and we will all be competing against each other to get repaid.

Director Mattina was asked by Martin Scheel, member of the public to read a letter into the minutes that was previously distributed to various people and board members. *The letter is attached to the minutes for reference.*

Director Parlet testified in defense of Mark Wall, he doesn't believe that Mark's position in this situation has compromised his reputation in any way. He did a very tough thing and evaluated the situation and looked at the most efficient way to solve this for the agency.

Director Leonard included that Mark did his job, and gave his recommendation based on his evaluation as the transit manager, and left it up to the Board for a final decision.

*Director Simon made a motion to approve Option No. 2 (Agree to a plan and schedule for repayment of debt by Mr. Hamilton) with RAH Outdoor, also including an additional contingency of one missed payment after 30 days immediately triggers Option No. 3 (Turn debt over to collection agency), as well as monthly reports to the LTA Board of Directors, as discussed. The motion was seconded by Director Parlet and carried unanimously. Roll Call Vote: Ayes (7) Directors Simon, Scott, Perdock, Bennett, Mattina, Parlet and Leonard; Noes (0); Abstain (0); Absent (1) Vacant- Member -at-Large position*

## **8. Operations and Maintenance RFP**

Mark Wall reported this process was quite unusual. LTA had four companies attend the pre-proposal conference, show great interest and then only one submitted a proposal.

The one proposal submitted was from Paratransit, the current operating contractor. Mark did reach out to the other companies to see what held them back from submitting a proposal. Essentially, they all felt the existing contractor was doing a good job, and didn't see a reason for the Board to want to change; except for a reduction in price. One of the interested companies had a representative ride the bus, talk to the drivers and public, and all toured the facility. One of the other contractors was concerned with the cleanliness of the buses. Mark said he would be looking into this concern.

Additionally, some felt it was extremely hard to come into a community and take over where Paratransit had been the hero during the fires and are highly thought of around the County. Another contractor mentioned they received more detailed information from LTA with the RFP than they have ever received before. With so much material, it guaranteed the contractor knew what they were considering. After looking into the financials, one company didn't feel confident enough they could truly compete with Paratransit.

The next obligation is to make sure Paratransit's proposal has pricing that is competitive, and to ensure Mark and the review committee understand the pricing included in the proposal completely and entirely. Mark completed an independent cost evaluation prior to the proposal submittal, and developed price ranges for comparison purposes. Paratransit's proposal falls into the range for the first year, but increases in the second and third.

Mark's next task will be to complete a cost analysis. This process will review the budget, which includes approximately thirty components. The committee has received all the materials. The committee and Mark will be meeting with Paratransit to make sure there is a complete understanding of the cost increases.

After the meeting with Paratransit, Mark will need to complete a sole source justification with Caltrans. Since Caltrans is the grantee for federal funds in California, they approve everything done by LTA. If they don't approve then the entire process is thrown out and started over.

Mark is planning for an LTA Board meeting next month to approve the Operating Contract.

Director Parlet was curious as to what kind of leverage LTA may have lost by not have any additional competitors. Without additional bids to compare pricing and negotiate final offers, will LTA have a way to ensure the agency will be getting a competitive bid? Mark pointed out that at the time Paratransit submitted their proposal, they were under the impression that they would be competing with three or four other companies, so Mark feels they submitted a competitive package. Mark noted that typically when there is more than one bidder, there would be interviews conducted and the best and final offers submitted. Without that opportunity, Mark does agree that there was some leverage lost by not having other competitors. In the sole source justification, LTA as well as Caltrans has the

option to throw out the proposal if they don't feel it reflects the competitive market. Assuming that there is a need, LTA can ask for a best and final offer from Paratransit Services to answer questions about pricing and address changes requested by the committee..

Director Leonard did a walk through with the interested applicants.. Two of the three interested contractors expressed praise with Paratransit at how efficiently and well ran LTA was for such a rural area.

Director Simon thanked Mark for all his hard work.

#### **9. Transit Manager's Report**

Mark discussed the LCTOP Funding a couple months in a row. Last month he mentioned in order to receive this funding LTA would need to submit a project by the end of March. There were a couple ideas discussed, one was working with the community college to develop a student pass program. One concern is being able to accomplish this project by the deadline, but if that is the wish of the Board, Mark is willing to try. The other option would be to install three bus stop shelters. The allocation for Lake County is approximately \$36,000 per year. The grant does allow combining multiple years of funding , but the application has to identify that up front. Mark is suggesting for this year to install three bus stop shelters, or offer free transit to college students. These options would have the most likeliness to be implemented with the amount of money and time available. Mark then suggested coming back next year prepared to facilitate the college program.

This item has no recommendation, but Mark would like to hear the board members preference.

Director Scott was curious if Mark had shelters identified. Mark suggested the make shift shelter built at Kit's Corner and the location at Hwy 20 at Collier. Mark would work with Paratransit to identify one additional location.

Director Parlet is curious how Mark would operate the free transit day? How would LTA calculate the trips? Mark explained these funds would cover the student fares, or possibly supply certain amount of monthly passes for \$36,000. Director Parlet was also curious about a maintenance program LTA has in place for the stops and shelters. He explained the north shore stop between 4<sup>th</sup> and 5<sup>th</sup> streets in Lucerne is in deplorable condition. Mark did note that LTA just bought a pressure washer for more maintenance around the county and has hopes to have additional funding in the new contract to deploy more maintenance to the shelters.

Director Simon sees a lot of value in working with the schools to help accommodate students getting their education. He would like to continue looking into and supporting the partnership with the college to help build a strong work force here in the county.

One reason Mark remains reluctant to apply for the school passes this year is because the transit system is scheduled to have service cuts, and some will be the routes to college classes. If we wait and work more individually with the schools to identify their schedules, we can better fit the needs of the students. Director Parlet agrees working with the colleges is paramount.

Board consensus supported this year applying for three new shelters and start working schools next year.

#### **10. Paratransit Services Report**

Bill McIntyre, Paratransit Services apologized he was not prepared for the meeting. He has been working diligently to help finalize the Paratransit proposal. He was, however, pleased to announce they have hired three new drivers, and two more are going in for pre-employment drug tests. This will help the transit system a lot.

Director Mattina kindly thanked Bill for being prepared and ready to help with evacuations in Lakeport during the flooding. Lakeport was able to handle it, but Bill remained on call and was prepared to help.

## 11. Mobility Manager's Report

Karl Parker supplied the Board with a report that highlighted some of his work for the past two months:

**5310 Grant:** A major focus of staff time has been devoted to the 5310 grant application. The program helps to fund transportation projects to benefit elderly and disabled people. In the 2014 cycle, seven buses were procured. They were originally designated to the senior center. Two of the original will now be going to People Services to replace their aging buses. When applying for these grant funds LTA understands that Caltrans owns the buses and LTA therefore has an obligation to make sure they are utilized to their fullest potential.

The current application is to obtain funding to support the NEMT and mobility program for the next three years. This application has been an incredible experience for Karl. At 4:50 pm on Wednesday, March 1, three applications were submitted that totaled just under \$700,000.

The first project was for the Mobility Management, and the total requested was \$335,515. This application was to fund the mobility manager position over a three year span. This position works to help seniors and people with disabilities make the best possible use of existing transportation resources.

The second project was for out-of-county NEMT services to Santa Rosa and Ukiah. This application totaled \$281,424 that will spread across a three year period. This application proposed a regular round trip service to Santa Rosa three days per week, and to Ukiah (and possibly Willits) twice a week.

The final project was for the Pay-Your-Pal/Volunteer Driver programs. This application totaled \$81,900. This project is seeking funding to expand the existing Pay-Your-Pal program, and add a complementary volunteer driver to the program.

**Pay-Your-Pal:** This program continues to gain momentum and grow. Currently the program has 18 people enrolled. Karl took some days off and came back to find eight new messages from people all wanting to sign up for the program. Between all the meetings and coordination, the word is getting out and people are networking. There have been requests for more brochures. In January 2017, 1,100 one-way trips were provided, 20,000 miles of transportation at total cost of \$5,800.

**Pilot Partnership with St. Helena Hospital Clearlake:** Karl continues to work on the pilot project with St. Helena Clearlake Hospital; the MOU has been approved by hospital's legal department. Karl has met with Marc Shapiro, who is very interested in the project and its potential to assist people. Karl will continue working on administrative details.

**Senior Summit:** April 1st – There will be a Senior Summit at Robinson Rancheria. LTA will be assisting with transportation, as well as having a table and providing information.

Director Parlet was really encouraged and enthusiastic to hear about the Pay-Your-Pal program and all of the details. There is an obvious potential for this program to grow; hopefully there will be a strategy to provide this service to the growing demand. Adult Services gave a presentation to staff directing them on qualifications to participate in the program and who would be the primary people to qualify. Unfortunately, not everybody will qualify.

Mark did note that the Social Services Transportation Advisory Council (SSTAC) is looking at how to review qualifications for the program. It would be great to have participation from the Social Services Department, Public Health or a medical provider to review applications. There needs to be an adequate qualifying evaluation committee and process for the program to ensure the program is following the purpose for developing the program. The program is meant for people who can't use the bus.

Mark did mention that Paul Branson has supported and dedicated a large amount of volunteered time to help with the 5310 application.

**12. Announcements**

Director Parlet apologized for all the questions during the meeting; he is trying to get a better understanding of the agencies and programs. He appreciates the understanding of the other members and staff.

**13. Adjourn** - the next meeting is scheduled for Lakeport. The meeting was adjourned at 11:18 a.m.

Respectfully Submitted,

***DRAFT***

Alexis Pedrotti  
Administrative Assistant

# Draft

Lake SSTAC Meeting: 5/9/17  
Agenda Item: #8b

## AGENDA LAKE TRANSIT AUTHORITY

DATE: May 10, 2017  
TIME: 9:00 a.m.  
PLACE: Calpine Geothermal Visitors Center  
Multipurpose Room  
15500 Central Park Rd  
Middletown, CA

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1. Call Meeting to Order.
2. Roll Call.
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.
4. Approval of Minutes of the April 4, 2017 meeting.
5. Safe RX Coalition Request to Waive Non-Profit Advertising Fees for Interior Ads on Lake Transit Buses.
6. Approval of Fiscal Year 2015-16 Federal Single Audit Report and Financial Statements
7. Resolution 2016-17-04 Authorizing Federal Funding Under FTA Section 5311 (49 U.S.C. Section 5311) with California Department Of Transportation
8. Resolution 2016-17-05 Authorizing The Federal Funding Under Fta Section 5339 (49 U.S.C. Section 5339) With California Department Of Transportation
9. Resolution 2016-17-06 Authorizing the Updated Title VI Compliance Plan
10. Transit Hub Location Plan  
*Presentation by LSC Transportation Consultants, Review and Approve the Plan*
11. 2016/17 Lake Transit Authority Third Quarter Report  
*Review and Accept the Report.*
12. 2017/18 Preliminary Budget
  - Lake Transit Authority
  - Lake Links
13. Transit Manager Reports
  - CalACT 2017 Outstanding Rural Transit Program Award

- Caltrans Approval of the Lake Transit Management, Operations, and Maintenance Services Contract with Paratransit Services.

14. Paratransit Services Report (Wanda Gray)

15. Mobility Manager Report (Karl Parker)

16. Announcements

17. Adjourn

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Any member of the public may speak on any agenda item for a time period, not to exceed 3 minutes per speaker or 10 minutes per agenda item, prior to the Public Agency taking action on that agenda item.

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## **Record Bee- Community News**

### **By Staff Reports**

POSTED: 04/28/17, 7:12 PM PDT | UPDATED: 2 DAYS AGO

[0 COMMENTS](#)

The award honoring Lake Transit Authority's work in challenging time. Contributed photos

**LOWER LAKE >> Lake Transit Authority was recently named the Outstanding Rural Transportation Project. The award was presented at the annual conference of the California Association of Coordinated Transportation (CalACT).**

In presenting the award, CalACT officers cited Lake Transit's service to the community despite three years of disasters, including the Valley Fire, Clayton Fire, and recent flooding which displaced hundreds of residents. Lake Transit adjust routes to aid victims of the disasters, even though these events disrupted the entire community including many Lake Transit employees and threatened its facility in Lower Lake.

In the face of all this, the Agency has managed to increase ridership by over ten percent each year.

"This is a real honor" said General Manager Wall stated after receiving the award. "Lake Transit is often thought of by our peers as a great example of rural transit. Lake Transit stands out because we provide many services and carry a lot of passengers, given our size and funding. Much of this success is due to the hard work and dedication of our Board, management, drivers, dispatchers and maintenance staff. We have a great team."

The citation attributed this achievement to Lake Transit's commitment to being a responsive agency that could be relied upon during times of crisis.

"Rural transit agencies operate on shoestring budgets to connect people and services over long distances and difficult terrain," Wall said, reflecting on the significance of the award. "This is important because people in rural areas often need to travel a long way to access medical specialties, higher education, shopping opportunities, and jobs. Lake Transit connects people across an entire region with transit operations in three counties."

CalACT is the largest state transit association in the United States, with over 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. Lake Transit has been a member for the past 21 years and is one of approximately 90 rural transit agencies serving communities throughout California.

Additional information about Lake Transit services and schedules can be found at [laketransit.org](http://laketransit.org).





Jacklyn Montgomery, Executive Director of CalACT and CalACT Chairman Kevin Kane present Mark Wall (center) with the Outstanding Rural Transportation Project award. Wall is General Manager of Lake Transit



Authority. Contributed Photo