



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
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367 North State Street, Suite 206
Ukiah, CA 95482

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) AGENDA

DATE: Tuesday, November 6, 2018
TIME: 1:30 pm

PLACE: Lamkin-Sanchez Transit Center
Lake Transit Authority
9240 Highway 53
Lower Lake, California

Teleconference Call in number: 1 (877) 216-1555 / Access code: 249893

1. Call to Order and Introductions
2. Public Input
3. Approval of Draft September 11, 2018 SSTAC Meeting Minutes
4. SSTAC Membership Roster Update (*Sookne*)
5. FY 2019/20 Unmet Transit Needs Process (*Sookne*)
6. Non-Emergency Medical Transportation (NEMT)
 - a. Mobility Manager Report (*Parker*)
7. Update on Lake Links (*Davey-Bates, McGuire*)
8. Update on Lake Transit Projects and Grants
 - a. Bus Passenger Facility Plan Grant
 - b. FTA 5310 Grant – Mobility Management Program
9. Update on Lake Transit Authority (LTA) meetings
 - a. November 14, 2018 Draft LTA Agenda (*agenda will be a handout*)
10. Update on Human Services Transportation Programs
 - a. People Services (*Dumont*)
 - b. Other programs and plans
11. Discussion of issues and/or concerns of the members of the SSTAC
12. Date for next meeting: Tuesday, February 12, 2019

13. Announcements/Good of the Order

14. 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) 263-7799, at least 72 hours before the meeting.

Date posted: 10/31/18

List of Attachments:

- Agenda Item #3: September 11, 2018 Draft meeting minutes*
- Agenda Item #4: Staff Report: SSTAC Roster Appointments Update*
- Agenda Item #4a: SSTAC Membership List for 2018*
- Agenda Item #5: Staff Report: 2019/20 Unmet Transit Needs Process*
- Agenda Item #5a: Adopted Definitions for the Unmet Needs Transit Process*
- Agenda Item #5b: Lake County FY 2018/19 Unmet Transit Needs & Findings*
- Agenda Item #6: Mobility Manager Report (to be distributed under a separate cover)*



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

Tuesday, September 11, 2018
1:30 p.m.

Umpqua Bank Board Room

805 Eleventh Street
Lakeport, California

Caltrans – District 1

Teleconference
1656 Union Street
Eureka, California

Present: Ilene Dumont- Chair, Karen Dakari (People Services), Holly Goetz, Shannon Kimbell-Auth, Phil McGuire (Lake Links Consultant), Karl Parker, Paul Branson, Dante Dimichi (Member of the Public), and via teleconference, Mark Wall.

Staff Present: Lisa Davey-Bates, John Speka, and James Sookne.

1. **Call to Order and Introductions**

The meeting was called to order at 1:40 p.m.

2. **Public Input**

Dante Dimichi discussed concerns over the development of new schedules. Currently, Wanda Gray with Paratransit Services handles the scheduling as a contract employee. Mark Wall and Wanda previously did the scheduling on a collaborative basis, but as he is now semi-retired, the task would fall solely onto the shoulders of the contracted employee. Mark believed that Wanda could handle the scheduling capably, but concurred that her contracted role could lead to questions regarding future continuity of the task. Lisa described the recruitment process for Mark's position and how none of the candidates really stood out. As a result, no one has been hired yet to replace Mark and the duties instead have fallen onto Lisa's consulting firm (Davey-Bates Consulting). Transit Manager duties are currently divided among DBC staff with the temporary assistance of Mark as a part time contract advisor. Her contract with the Lake Area Planning Council runs for another year or so at which time the issue will be reevaluated and the hunt for a permanent Transit Manager will be renewed, wrapped into the bidding process for APC services, which DBC will be submitting a proposal for at that time.

3. **Approval of Draft May 8, 2018 SSTAC Meeting Minutes**

Paul motioned, Karl seconded, to approve the May 8, 2018 minutes as written with no changes. Approved unanimously.

4. **Update on Lake Links and Possible Action on Formation of Coordinated Transportation Services Agency (CTSA) Board**

Lisa introduced Phil McGuire, who is under contract with APC to assist in setting up the non-profit, Lake Links, as it is the process of becoming the Consolidated Transportation Services

Agency (CTSA) for the region. The official “Board” of Lake Links met for the first time on August 1, with its current lone member, Lisa, as the incorporating director. By-laws were adopted at the inaugural meeting. Expansion of the Board was a key part of the by-laws which direct the Board to expand to five members. Other details of the incorporation process were discussed by Phil, filings, etc. that are needed prior to an official non-profit status being granted by the IRS, which can take up to a year altogether. Before an application can be filed with the IRS, however, the Board must consist of a minimum of three members. Another requirement is the need for a three-year budget.

As noted, the goal is for Lake Links to become the CTSA, taking over that role which is currently held by LTA. Lake APC will at some point, need to rescind the designation from LTA and then designate Lake Links in its place. Lisa asked that Phil provide a background on why CTSA's are required. He discussed the history of TDA law that began requiring CTSA designations for each County beginning in 1979. LTA received the designation sometime after that (1996 or 97) allowing for up to 5% of a region's TDA funds to be claimed for transit purposes. In Lake County's case, the amount received is around \$55,000 to \$60,000 per year. Oftentimes this is used for leverage (e.g. matching funds for 5310 grants, etc.) to obtain other funding.

More details were discussed on how CTSA's function. Mark brought up an example from Fresno County where a co-designation took place between the public transit agency and social services agencies assuring better cooperation and coordination. He suggested one option for consideration that LTA and Lake Links be co-designees initially to help through the initial transition period until current funding agencies can become more comfortable working with the new and separate non-profit CTSA, or until the new non-profit were to become fully capable of functioning on its own. While the merits of this approach had been discussed in the past during the formation of Lake Links, Lisa felt that establishing the non-profit on its own could be accomplished without the extra step of co-designating.

As for the creation of the Lake Links Board, members can be appointed by existing board members, so initially it is up to Lisa to play that role. She is asking for volunteers from the SSTAC to sit on the new Board. An application was provided with the SSTAC materials. Lisa was envisioning one or two SSTAC members and perhaps one or two Lake APC Board members sitting on the Board. Once the five person make up was complete, Lisa would become an “ex officio” member, but would no longer be a voting member. Interested SSTAC members were encouraged to apply. As noted, three members are needed initially before further steps with the IRS could be taken, so the sooner the better. Human Services agencies are also encouraged to apply as are hospital reps, veterans, tribal members, and social services, in order to have a broad representation on the Board.

5. SSTAC Roster Update and Recommendations

John discussed the requirement under the Transportation Development Act (TDA) for the SSTAC. The SSTAC consists of nine members, each seat representing certain types of social services. The “Social Services Provider- Disabled” position has been vacant for some time, previously being held by a representative of the veterans' community. At the May meeting of the SSTAC, Reverend Shannon Kimball-Auth gave a presentation on the Restoration House, a transitional housing facility where she is employed, after which members of the Council discussed inviting her to fill the vacant seat. When asked, she accepted the offer and attended today's meeting where she needed to be officially recommended for nomination by the Council. While the Lake APC Board will have to make the actual appointment, it typically relies on the SSTAC for the recommendation. It was also explained to the Council, that a few of the other seats will be up for renewal by the next meeting in November and that more recommendations

would need to be discussed at that time. Karl made a motion that the SSTAC recommend to the Lake APC Board the nomination of Reverend Shannon Kimball-Auth, seconded by Paul, and approved unanimously.

6. Lake Transit Bus Passenger Facility Plan Survey Distribution

John discussed the grant that had been awarded to Lake APC for the Bus Passenger Facility Plan and its current status. The Plan was to identify needed improvements to bus stop facilities in the County. Consultants have recently completed work on two background memos: the first was an existing conditions report to inventory what is currently on the ground, and the second to determine design standards for any proposed improvements. A public outreach phase for the project has been ongoing since the end of August in which surveys and other comment opportunities have been provided via email, websites, and various tabling events such as the Lake County Fair in Lakeport and the annual State of the City in Clearlake. The outreach phase was to end on September 28. Once the input from the public is evaluated, a Capital Improvement Program Matrix will be developed to identify and prioritize where the improvements should be made in the system (e.g. adding/eliminating bus stops, provide shelters, benches, etc.). Finally, agreements between County and city public works agencies and LTA will need to be entered into in order that implementation and funding can be shared among the entities. SSTAC members were asked to further distribute surveys to clients or others they believe would be interested.

7. Non-Emergency Medical Transportation (NEMT)

a. Mobility Manager Report

Karl reviewed an update report on the Pay-Your-Pal program. Eighty-nine people are currently enrolled in the program. Other statistics included in the summary were discussed (mileage, number of trips, average trip length, reimbursement costs, etc.). The program has grown since its inception in 2016 in terms of mileage and is proving to be a success.

Karl has also been providing outreach to inform people of mobility services in the County. Lisa added that part of the 5310 grant that was received involves mobility training and getting the word out on how to use the bus system or better understand their options. Karl further discussed a partnership with Adventist Health Clearlake that is operating a vehicle obtained by the CTSA, and coordinating scheduling and dispatching with them through formalized agreements. As the current CTSA, Lake Transit is involved in the negotiations, although once Lake Links is up and running, it will then become the CTSA for the County and the agreements will need to be redone to reflect the change. Other programs funded by the 5310 grants were discussed such as out-of-county services or senior center bus trips to provide shopping or recreational excursions.

8. Update on Lake Transit Projects and Grants

a. Bus Passenger Facility Plan Grant

Discussed above under the same heading.

b. FTA 5310 Grant- Mobility Management Program

John explained the current status of the 5310 grant for the Mobility Management program. Paratransit Services was again awarded the contract as the sole proposal received from the RFP process. The amount that was approved by Caltrans to be used for the contract with Paratransit Services matched the amount from its proposal. However, there is additional money that was awarded as part of the grant and LTA is currently looking into how the rest of the money can be obtained for the mobility management program.

c. Update on Clearlake Transit Hub

John discussed current efforts by LTA to secure use of the land for the transit hub that is to be located in Clearlake on Dam Road Extension. The property is owned by the County of Lake, who

LTA will be asking to donate to LTA so that the hub can be constructed. A public meeting before the County Board of Supervisors is scheduled next week for the request to be made. Due to the County's current fiscal situation, however, they have indicated that they would rather sell the land for its assessed value. Other options might be discussed including leasing or leasing to own the land. LTA has money for architectural and engineering work for the facility. This will need to wait until use of the land can be secured.

9. Update on Lake Transit Authority (LTA) Meetings

Meeting has been cancelled this month.

10. Update on Human Services Transportation Programs

Ilene discussed how People Services had two of their transit vans involved in traffic accidents which put them both out of service temporarily. One of them is now back in service. People Services transportation services were also affected by the River/Ranch fires resulting in a good amount of down time. Ilene also asked what would become of the LTA vans used by People Services once they reached the end of their service life and if LTA would be able to sell them to People Services for a dollar as had been done in the past. Karl would find out what he could and let her know.

11. Discussion of Issues and/or Concerns of SSTAC Members

None

12. Next Proposed Meeting – November 13, 2018

13. Announcements/Good of the Order

14. Adjourn Meeting - Meeting adjourned at 3:45 p.m.

Respectfully Submitted,

John Speka
Lake APC Transportation Planning



SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL STAFF REPORT

TITLE: SSTAC Roster Appointments Update

DATE PREPARED: 10/29/18

MEETING DATE: 11/6/18

SUBMITTED BY: James Sookne, Program Manager

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, disabled and persons of limited means. The SSTAC for the Lake County region is composed 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 2018, three seats have expired. These include the current “Potential Transit User 60 Years or Older” representative (Paul Branson), the “Transportation Provider” representative (Rebecca Southwick) and the “Social Services Provider Disabled” representatives (Rev. Shannon Kimble-Auth). The SSTAC will need to either reappoint existing members to a new three-year term (November 2018 through October 2021), or else make nominations for their replacements. As most are aware, Mark Wall has retired as the Lake Transit Manager, which means that a representative from the CTSA will need to be nominated to take his place.

ACTION REQUIRED: Reappointment or new nomination to the Lake APC

ALTERNATIVES: None

RECOMMENDATION: None

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
MEMBERSHIP ROSTER - 2018**

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Paul Branson P.O. Box 1355 Clearlake Oaks, CA 95423 Phone: 925-286-5494 / E-mail: shapingmobility@gmail.com	Nov. 2015 – Oct. 2018
2. Potential Transit User Disabled	Kaye Bohren 1685 South Main Street Lakeport, CA 95453 Phone: 263-4789 / E-mail: kay.bohren@me.com	Nov. 2017 – Oct. 2020
3. Social Services Provider Seniors	Tavi Granger Manager for County Adult Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-5677 / E-mail: tavi.granger@lakecountyca.gov	Nov. 2016 – Oct. 2019
4. Transportation Provider	Holly Goetz, MSW, ASW Sutter Lakeside Hospital 5176 Hill Rd. E. Lakeport, CA 95453 E-mail: GoetzHR@sutterhealth.org	Nov. 2015 – Oct. 2018
5. Social Services Provider Disabled	Rev. Shannon Kimbell-Auth Adventist Health Clear Lake 15322 Lakeshore Drive, Suite 201 Clearlake, CA 95422 Phone: 707-461-4426 / E-mail: kimbels@ah.org	Nov. 2015 – Oct. 2018
6. Transportation Provider Disabled	Ilene Dumont People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: idumont@rocketmail.com	Nov. 2016 – Oct. 2019
7. Social Services Provider Limited Means	Michele Dibble Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4364 / E-mail: mdibble@dss.co.lake.ca.us	Nov. 2017 – Oct. 2020
8. Consolidated Transportation Services Agency	Mark Wall Lake Transit Manager 1445 S. Silvervale St. Visalia, CA 93277-4080 Phone: 707-263-7868 / E-mail: mwaconsulting@comcast.net	Nov. 2017 – Oct. 2020
9. Consolidated Transportation Services Agency	Karl Parker Paratransit Services P.O. Box 698 Lower Lake, CA 95457 Phone: 707-994-3384 / E-mail: karlparker@mediacombb.net	Nov. 2016 – Oct. 2019



SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL STAFF REPORT

TITLE: 2019/20 Unmet Transit Needs Process

DATE PREPARED: 10/29/18

MEETING DATE: 11/6/18

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND: Lake APC has been conducting formal Unmet Transit Needs processes since 2014. 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 Lake Transit Authority (LTA) to meet those needs if feasible. It assists the APC and LTA in determining how to best use the limited transit funding available to the region. The Unmet Transit Needs process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons before the SSTAC.

The first step in this annual process is for the SSTAC to develop a list of potential Unmet Transit Needs. These needs may be identified by SSTAC members, agency staff, or the public. For your reference, I've attached the list of Unmet Transit Needs that was approved by the APC during the last Unmet Transit Needs process.

Once developed, the 2019/20 list of needs will be presented to the APC Board at a public hearing in February to determine whether any of the needs qualify as an "unmet transit need" consistent with the approved definition (attached). The Unmet Transit Needs will then be directed to LTA and APC staff members for analysis and further review by the SSTAC. Following this analysis, a recommendation will go to the APC Board determining whether or not any of the needs are considered "reasonable to meet." If needs are found reasonable to meet, those needs will then become part of the budgeting process.

ACTION REQUIRED: Develop a list of Unmet Transit Needs in Lake County that will be presented to the Lake APC at a public hearing. If desired, advise the APC on any other major transit issues per TDA mandated SSTAC duties.

ALTERNATIVES: None

RECOMMENDATION: None

**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 County FY 2018/19 Unmet Transit Needs &
Findings Adopted May 9, 2018**

1. 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.

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. According to Pat Grabam, the transportation project manager, 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 about 845 and the population density is 169 people per square mile. The distance to the start of New Long Valley Road at State Route 20 is about 11 miles from Clearlake Oaks, or 18 miles from Clearlake. The distance to Spring Valley, combined with its low density, and the lack of demand for service in a recent transportation project, 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.

Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority is included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Planning Agency that would provide capital funding for a zero-emission bus project called North State Express. It would provide a link to Sacramento for communities along the I-5 and SR 20 corridors to Sacramento. If the application is successful, Lake Transit Authority is committed to developing operating funding support from various sources including FTA 5311(f), LCTOP, and STA. The LTA portion of the service would connect Lake County to Williams in Colusa County where transfers to the North State Express bus service on I-5 would occur. The LTA buses could include a stop near the intersection of State Route 20 and New Long Valley Road. This may help to meet the unmet transit need of Spring Valley residents, but it would require that residents find a way to the State Route 20 intersection. Among other reasons, this is because a requirement of 5311(f) intercity bus funding is that service be provided on a fixed route with limited stops. A deviation to residences in Spring Valley would not fit the intercity service definition.

Recommended Finding: There are unmet transit needs for (1) service to Spring Valley, and (2) service connecting Lake County to the Sacramento region. The unmet need for service to Spring Valley is reasonable to meet only to the extent that the need can be met with a bus stop at the intersection of New Long Valley Road and State Route 20, and, further, that an intercity route can be funded to serve that intersection. The unmet need for service connecting to the Sacramento region may be reasonable to meet if funding can be secured. It is recommended that LTA continue to participate in the TIRCP project which would provide zero emission buses powered primarily by solar energy. If successful, this would reduce funding needs to implement the service and provide a strong basis to obtain operating funds from other sources.

2. 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 two years, the APC found that this is an unmet need that is not reasonable to meet at this time due to very limited demand. Nevertheless, LTA/CTSA has taken steps that may improve services to outlying areas. Working together with the APC, LTA/CTSA has helped to form a non-profit agency called Lake Links whose mission is specifically to coordinate efforts to address mobility needs, particularly NEMT needs, in Lake County. LTA/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. LTA/CTSA 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.

3. 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 2018. LTA has been awarded an FTA 5310 grant for \$225,139 to provide Out-of-County NEMT services and senior center transportation programs for three years. The grant application addressed 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.

Recommended Finding: NEMT service to out-of-county locations is reasonable to meet and will be implemented in 2018. Initially, the service will include Ukiah and Santa Rosa.

4. Fixed route service on Sundays for the north shore communities. 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 for north shore communities as well as other portions of the Lake Transit service area. 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.

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. 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.

6. 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 after hours NEMT is not well documented, and the feasibility of providing after hours 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.

Transit Related Concerns Identified by SSTAC for FY 18/19 (not subject to TDA findings)

1. Funding contribution to proposed transit hub in Clearlake. There will be funding needs associated with the proposed Clearlake transit hub, which are currently unaddressed.

Response: LTA has requested an allocation of \$200,000 of its PTMISEA funding apportionment for Transit Hub Architectural and Engineering. These funds should be available in 2018 and the work can progress. The A&E work is a prerequisite to seeking grant funds for the Transit Hub because

state and federal grant programs typically (1) will not fund pre-construction work, and (2) make grant funding available for construction projects only if they are "shovel-ready".

2. Installation of new bus stop shelters. An ongoing issue that is frequently brought up by the public. Potential priorities will likely be evaluated in the recently initiated Bus Passenger Facility Plan.

Response: The bus passenger facility plan will update the bus stop inventory, identify needs, set out a funding plan for bus stop improvements, and facilitate a better process for getting projects built through a partnership between LTA and local jurisdictions. In the meantime, there is LCTOP funding available to install shelters and benches at five Lake Transit bus stops. These projects need to be completed in 2018 to comply with LCTOP requirements.

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.