



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Suite G
Ukiah, CA 95482

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) AGENDA

DATE: Wednesday, February 10, 2021

TIME: 2:00 pm

PLACE: Audioconference **Dial-in number: 1-669-900-6833 / Meeting ID: 983 4464 1494**
Passcode: 399062

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

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1. Call to Order and Introductions
 2. Public Input
 3. Approval of Draft November 10, 2020 SSTAC Meeting Minutes
 4. SSTAC Membership Roster Update (*Sookne*)
 5. 2021 Lake Coordinated Plan draft (*Sookne*)
 6. FY 2021/22 Unmet Transit Needs Process (*Sookne*)
 7. Update on Lake Links
 - a. Mobility Manager Report (*Kincy*)
 8. Update on Lake Transit Projects and Grants
 9. Update on Lake Transit Authority (LTA) meetings
 - a. February 10, 2020 meeting
 10. Update on Human Services Transportation Programs
 - a. People Services (*Dakari*)
 - b. Other programs and plans

11. Discussion of issues and/or concerns of the members of the SSTAC
12. Discuss next meeting Date: TBD
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) 234-3314, at least 72 hours before the meeting.

Date posted: 2/5/20

List of Attachments:

- Agenda Item #3: November 10, 2021 Draft meeting minutes*
- Agenda Item #4: Current SSTAC Membership Roster*
- Agenda Item #5: Draft 2021 Lake County Coordinated Plan (to be sent under separate cover)*
- Agenda Item #6: Staff Report: 2021/22 Unmet Transit Needs Process*
Adopted Definitions
20/21 Adopted Unmet Needs List
- Agenda Item #7: Mobility Manager Report*
- Agenda Item #9a: 2/10/20 LTA Agenda*



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

Tuesday, November 10, 2020
1:30 p.m.

Zoom video/audio conference

Present: Paul Branson – Chair (1:59), Michelle Dibble – Vice Chair, Holly Goetz, Karen Dakari, Tavi Granger, Clarissa Kincy

Absent: Pastor Shannon Kimble-Auth

Non-SSTAC Attendees: Dena Eddings-Green (AAA), Wanda Gray (Paratransit Services/LTA), Saskia Rymer-Burnett (Caltrans)

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

1. **Call to Order and Introductions**

The meeting was called to order at 1:36 p.m.

2. **Public Input**

None.

3. **Approval of Draft August 13, 2020 SSTAC Meeting Minutes**

Karen motioned, Tavi seconded, to approve the August 13, 2020 minutes as presented. Approved unanimously.

4. **SSTAC Membership Roster Update**

James reminded the SSTAC that there are still two open positions on the roster: the Potential Transit User 60 Years or Older and the Potential Transit User Disabled. Clarissa stated that she met a gentleman named Michael that could potentially fill the role of user 60 years or older. She will discuss it with him further and bring him to the next SSTAC meeting if he's interested.

Michelle informed the SSTAC that Tavi would be retiring from the County at the end of the year and she would need to be replaced on the SSTAC. Michelle asked if Dena Eddings-Green would be interested in filling that role. Dena said she would accept if nominated. Holly made a motion to nominate Dena to fill the role of Social Services Provider for Seniors. Clarissa seconded the motion and it passed unanimously.

James will take that nomination before the Lake APC Board at the December meeting for formal approval.

5. **FY 2021/22 Unmet Transit Needs Process**

James provided the SSTAC with a copy of the adopted definitions for the unmet needs process as well as last year's list. The group reviewed the FY 19/20 list to determine if any of the previous year's unmet needs have been met. While some planning has been done and service implemented to address

some of the unmet needs, the group determined that all needs identified last year should still be on the list. The SSTAC will meet again in late January/early February 2021 to formalize the list and send it to the Lake APC Board at a public hearing to determine whether any of the needs qualify as an “unmet transit need” consistent with the approved definitions.

6. Update on Lake Links

a. Mobility Manager Report

Clarissa gave updates on the Pay-Your-Pal (PYP) and the Out-of-County NEMT programs. Through the first quarter, the PYP program has been averaging 53 active riders per month and the NEMT program has 41 active riders. Lake Links has been focusing on reaching out to the inactive riders to discuss resuming the use of the service as most medical providers have re-opened.

On October 10th, Lake Links participated in the Heroes of Health & Safety Fair to promote the organization and their programs. Lake Links saw 175 participants and 141 requested more information on Lake Links’ services. Lake Links also developed partnerships with other county agencies and medical reps that were in attendance.

7. Update on Lake Transit Projects and Grants

TIRCP Grant

James stated that LTA has been working with the County to close escrow on the property where the transit hub will be constructed and that environmental funds will be allocated at the December CTC meeting.

Sustainable Transportation Equity Project (STEP)

John informed the SSTAC that the Lake APC’s Sustainable Transportation Equity Project (STEP) grant application was unsuccessful. The application was for a feasibility study for a zero-emission (electric vehicle) car share program in the County with a focus on the transportation needs of low-income residents. The intention of the study was to see how well such a program could fit in the rural Lake County region with the potential for future implementation (and funding) dependent on findings and recommendations of the completed project. John said that the APC may pursue a similar type project under the Sustainable Transportation Planning Grant this winter.

COVID-19 Update

James reported that ridership is still down approximately 65% with some routes as low as 84%. LTA is continuing to assist the Lakeport Senior Center with meal delivery as the pandemic continues.

8. Update on Lake Transit Authority (LTA) Meetings

a. November 4, 2020 Meeting

James stated that the only things of importance at the previous LTA meeting was the passage of Resolution 20-21-03, authorizing the Executive Director to submit any and all documents necessary for LTA’s TIRCP project.

9. Update on Human Services Transportation Programs

a. People Services

Everything is pretty much at a standstill due to COVID-19.

b. Other programs and plans

None

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

Michelle thanked Tavi for her service on the SSTAC and wished her well in retirement.

11. **Next Proposed Meeting** – TBD – the next meeting will be in the end of January/beginning February
12. **Announcements/Good of the Order**
None.
13. **Adjourn Meeting** - Meeting adjourned at 2:46 p.m.

Respectfully Submitted,

James Sookne
Lake APC Administration

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)
MEMBERSHIP ROSTER - 2020**

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Vacant	Nov. 2018 – Oct. 2021
2. Potential Transit User Disabled	Vacant	Nov. 2020 – Oct. 2023
3. Social Services Provider Seniors	Dena Eddings-Green Program Coordinator Area Agency on Aging of Lake & Mendocino Counties P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4298 E-mail: dena.eddings-green@lakecountyca.gov	Nov. 2019 – Oct. 2022
4. Transportation Provider	Holly Goetz, MSW, ASW Sutter Lakeside Hospital 5176 Hill Rd. E. Lakeport, CA 95453 E-mail: GoetzHR@sutterhealth.org	Nov. 2018 – Oct. 2021
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. 2018 – Oct. 2021
6. Transportation Provider Disabled	Karen Dakari People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2019 – Oct. 2022
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. 2020 – Oct. 2023
8. Consolidated Transportation Services Agency	Paul Branson P.O. Box 1355 Clearlake Oaks, CA 95423 Phone: 925-286-5494 / E-mail: shapingmobility@gmail.com	Nov. 2020 – Oct. 2023
9. Consolidated Transportation Services Agency	Clarissa Kincy Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: clarissa.kincy@lakelinks.org	Nov. 2019 – Oct. 2022



SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL STAFF REPORT

TITLE: 2021/22 Unmet Transit Needs Process

DATE PREPARED: 2/4/21

MEETING DATE: 2/10/21

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 have attached the list of Unmet Transit Needs that was approved by the APC during the last Unmet Transit Needs process. In November 2020, the SSTAC discussed the previous and chose to develop the list of Unmet Transit Needs at the February 2021.

Once developed, the 2021/22 list of needs will be presented to the APC Board at a public hearing in March to determine whether any of the needs qualify as an “unmet transit need” consistent with the approved definitions (attached). The Unmet Transit Needs will then be directed to APC and LTA 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 20/21 Unmet Transit Needs
& Findings Adopted May 6, 2020**

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

Thank you for the opportunity to respond to the list of FY 2020/21 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

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

Response: Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009. 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.

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

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

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency (SRTA) that would provide capital funding for a zero-emission bus project for Phase II of the North State Express. Announcement of TIRCP awards was anticipated to be on April 1st, however it has been delayed due to the COVID-19 pandemic. If SRTA's current TIRCP grant for the Lake Feeder Route is unsuccessful, there will not be an opportunity to fund service to Sacramento in 2020/21; and it is unknown if there will be an opportunity in subsequent years. Therefore, this unmet need is not reasonable to meet.

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

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

Response: Over the past three years, the APC found that this is an unmet need that is not reasonable to meet at this time due to limited demand. Nevertheless, LTA and Lake Links, as the former and current CTSA respectively, have taken steps that may improve services to outlying areas. LTA, as the CTSA,

was successful in obtaining FTA 5310 grant funding to provide for a full-time mobility coordinator and assistant to develop the LTA/Lake Links mobility management program. Program activities include support for clinic operated wheelchair lift equipped vehicles, further development of the volunteer driver program, and development of NEMT wheelchair lift equipped services. These efforts are meeting more of the need, but still fall short of a dedicated program to provide wheelchair lift equipped service that will meet widely dispersed trips in outlying areas. Lake Links has also been exploring a potential relationship with Partnership Health and their NEMT broker, MTM, to provide Med-Cal funded, wheelchair equipped NEMT service. LTA and Lake Links continue to work with the health and social services community to define the need and potential funding agreements for service.

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

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

Response: LTA 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. In partnership with Lake Links, Medi-Links was created in 2019 to provide NEMT services to out-of-county locations. To date, the program currently takes clients to Santa Rosa; however, as the program expands, additional destinations will be included. LTA was successful in obtaining an additional 5310 grant late last year that will allow Medi-Links to continue to grow into the future.

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memo

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

Mobility Report Agenda December 2020

1) Pay-Your-Pal Ride Assistance Program

- Utilization Update
 - We saw an increase in ridership during Q1 due in large part to many facilities re-opening.
 - Despite the COVID-19 spike and the holiday season, we did see a dip in ridership, however, we notice more riders scheduling more appointments out of county.
 - Our strongest referrals are from IHSS and Sutter Care

PAY-YOUR-PAL UTILIZATION

<u>PERIOD</u>	<u># RIDERS</u>	<u># ONE-WAY TRIPS</u>	<u>TOTAL MILEAGE</u>	<u>TOTAL REIMBURSEMENT</u>
Q1 2020 (July, Aug, Sept)	160	1848	31,956.30	\$12,498.00
Q2 2020 (Oct, Nov, Dec)	147	1547	36,625.60	\$14,430.07



2) Medi-Links: Out of County Medical Transportation

- Utilization Update
 - We are averaging 26 trips per month
 - 8 new riders utilized our service for the month of January

MEDI-LINKS UTILIZATION

<u>PERIOD</u>	<u># SCHEDULED TRIPS</u>	<u># COMPLETED TRIPS</u>	<u># CANCELLED TRIPS</u>
Q1 2020 (July, Aug, Sept)	42	37	5
Q2 2020 (Oct, Nov, Dec)	80	68	12
January 2021	25	15	5*
FISCAL YEAR 2020-2021	242	207	35
FISCAL YEAR 2019-2020	154	134	20

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



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Administration
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Ukiah, CA 95482
(707) 263-7868

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

DATE: February 10, 2021
TIME: 9:30 a.m. (or as soon thereafter as the Lake Area Planning Council Meeting Adjourns)
PLACE: Audioconference
Dial-in number: 1 (669) 900-6833 / Meeting ID: 929 006 57402# Passcode: 967405

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

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1. Call Meeting to Order
2. Roll Call
3. Election of Officers – Chair and Vice-Chair

PUBLIC EXPRESSION

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

CONSENT CALENDAR

5. Approval of Minutes of the December 9, 2020 meeting
Review and proposed approval

REGULAR CALENDAR

6. Cal-ITP Presentation *(to be distributed under a separate cover)*
Review and discuss
7. 2020/21 First Half Operating Statistics and Financial Status Report
Review and accept

REPORTS

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

CLOSED SESSION

13. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: One potential case
Any public reports of action taken in closed session will be made in accordance with Govt. Code sections 54957.1

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

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ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: February 4, 2021