

**AMENDMENT #3 TO THE AGREEMENT FOR THE
PROVISION OF SPECIALIZED PUBLIC TRANSPORTATION SERVICES
BETWEEN THE
SHASTA REGIONAL TRANSPORTATION AGENCY
AND
DIGNITY HEALTH CONNECTED LIVING**

This third amendment is entered into between the Shasta Regional Transportation Agency ("SRTA") and Dignity Health Connected Living ("DHCL").

The following sections are hereby modified, replaced, or added in their entirety in the agreement between SRTA and DHCL for the purpose of providing specialized public transportation services, executed on July 1, 2017, first amended on November 8, 2019, and second amended on May 11, 2022:

Sections 2(e) through 2(i) of Appendix A – DHCL Scope of Work and Performance Standards are amended:

2. DHCL shall provide public transportation services that meet the following criteria:
 - e. Provide curb-to-curb or door-to-door services, as those services are commonly defined in the industry, primarily to individuals over the age of sixty (seniors) and any disabled individual over 18 years of age.
 - f. Active FTA 5310 assets are to be used to transport seniors and individuals with disabilities exclusively. Active FTA 5310 assets are subject to the terms and conditions of the Caltrans 5310 standard agreement with DHCL.
 - ~~e.g.~~ Assets owned by eligible funds other than FTA 5310 funding may be used to serve individuals under sixty or who are not a disabled individual will be served— when space, timing, and operational need permit, and subject to licensing restrictions of DHCL drivers. Ride availability on vehicles will be subject to any federal or state rider eligibility restrictions on the use of said vehicles.
 - ~~f.h.~~ Trips for primary and secondary school purposes are not required to be provided under this agreement.
 - ~~g.i.~~ The average annual TDA Subsidy per Passenger Trip shall not exceed \$22.21, annually increased for inflation. This amount shall be updated periodically. If DHCL costs are above this rate, SRTA will meet with DHCL to review the reasonableness of the standard and either modify the standard or agree on methods and a timeframe for compliance. If the service provider still cannot meet the applicable standard, SRTA will not reimburse above the applicable rate per passenger trip effective upon written notification from SRTA.

Section 11(f) is added to Appendix A of Appendix A – DHCL Scope of Work and Performance Standards as follows:

11. Per above Section 8 of Appendix A, SRTA and DHCL will initiate a Sunday On-Demand Transit Service Demonstration Project in FY 2019/20.

- a. The service will generally serve the cities of Anderson, Redding, and Shasta Lake, the Redding Municipal Airport, as well as surrounding unincorporated areas in Shasta County as agreed to by SRTA and DHCL.
- b. The service will generally operate from 6:30 a.m. to 7:30 p.m. on Sundays
- c. Changes to service hours or the service area may be approved by SRTA with advance written notice. Such changes should allow enough time to inform riders, unless otherwise necessary to happen immediately. SRTA may request additional changes to the service hours or service area with input gathered during the Annual Unmet Transit Needs process, through input by the public or SRTA Board of Directors, or as identified through discussions and mutual agreement between SRTA and DHCL.
- d. DHCL will be compensated for services in accordance with Section 2 of Appendix B – DHCL Compensation.
- e. Performance goals for the Sunday Transit Service Demonstration project are intended to measure service quality and efficiency. These goals are aspirational, not mandatory, but will be used, in part, to evaluate whether service should continue beyond the demonstration period. The goals are as follows:
 - i. Passengers per hour 1.5
 - ii. Cost Per Vehicle Revenue Hour \$90.00
 - iii. Average Annual Subsidy per Trip \$22.21
 - iv. Passengers Per Revenue Mile 0.20
 - v. Denied Trips 0
 - vi. Number of Valid Complaints 0
 - vii. Number of Missed Trips 0
 - viii. On-time Performance 90%
 - ix. Trips Exceeding Maximum Wait Time Less than 5%
 - x. Trips Exceeding Maximum Ride Time Less than 5%
 - xi. Seat Utilization 25%
- f. The appropriate assets will be used for the transportation of various individuals pursuant to the restrictions and requirements of each asset type, whether by funding source, contract agreement, or both.

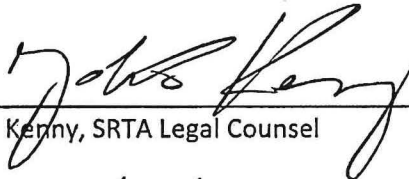
All other terms of the agreement remain unchanged by these amendments.

IN WITNESS WHEREOF, SRTA and DHCL executed this third amendment on the day and year set forth below. By their signatures below, each signatory represents that he/she has the authority to execute this agreement and to bind the party on whose behalf his/her execution is made.

Shasta Regional Transportation Agency:

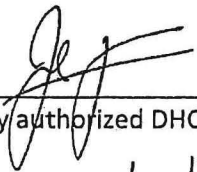

Sean Tiedgen, AICP, Executive Director

12/19/2022
Date:


John Kenny, SRTA Legal Counsel

12/14/22
Date:

Dignity Health Connected Living:


Duly authorized DHCL signatory

TAX ID#: 23-7115371

12/13/22
Date: