

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

AGENDA

DATE: Monday, March 16, 2016

TIME: 2:00 p.m.

PLACE: Glenn County Public Works Conference Room
777 North Colusa Street
Willows, CA 95988

- (1) Call Meeting to Order**
- (2) Introductions**
- (3) Action Items:**
 - A. Recommendation on definitions for Unmet Transit Needs for 2015/2016
- (4) New Business**
 - A. Short-Range Transit Plan - Results
- (5) Adjournment**

GLENN COUNTY SOCIAL SERVICES TECHNICAL ADVISORY COUNCIL

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF MARCH 16, 2015

SUBJECT

Recommend definitions of an unmet need for annual Unmet Transit Needs process

ATTACHMENTS

- Definition of Unmet Transit Needs (Blue)
- Definition of Needs That Are Reasonable To Meet (Green)

BACKGROUND & DISCUSSION

In 1971, the California Legislature enacted the Transportation Development Act (TDA) to ensure "the efficient and orderly movement of people and goods in the urban areas of the state." The TDA provides to funding sources: the Local Transportation fund (LTF) a ¼-cent general sales tax collected statewide and the State Transit Assistance fund (STA) which is now derived from an excise tax on gasoline and diesel fuel.

TDA recognizes that rural counties have different transportation needs. Counties with a population under 500,000 as of the 1970 Census may use LTF funding for transit and local streets and roads provided that certain conditions are met first.

Prior to allocating the funds, the transportation planning agency, the Glenn County Transportation Commission (GCTC), is required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. Four public hearings have been held before the City Councils of Orland and Willows, the Glenn County Board of Supervisors, and the Glenn County Transportation Commission in the past three years.

Each year the definitions for what constitutes and "unmet need" and "needs that are reasonable to meet" must be reviewed to determine if there are changes required due to changes in the region served by transit. The Social Services Technical Advisory Council is tasked with providing a recommendation to the Transportation Commission regarding these definitions.


Mardy Thomas, Principal Planner

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RECOMMENDATION

Staff recommends that the SSTAC discuss the attached definitions and make a recommendation to the Transportation Commission for the definitions of "Unmet Transit Needs" and "Needs that are Reasonable to Meet".

I. UNMET TRANSIT NEEDS 2015-2016

For the purposes of allocating Transportation Development Act funds, an "Unmet Transit Need" is hereby recognized by the Glenn County Transportation Commission (GCTC) if any one or combination of the following criteria is found to exist:

1. Transportation needs identified by the GCTC which are desirable, but have not yet been implemented or addressed.
2. Transportation needs identified by the GCTC which have significant support, but have not yet been implemented or addressed.
3. Transportation needs identified through the public hearing process, whether delivered in writing or public testimony.
4. Those transit needs which, through transit needs studies or other methods approved by the Commission, are included by the Commission in the Regional Transportation Plan for Glenn County and have been designated a high need to be implemented or funded.

The above criteria for determining "Unmet Transit Needs" is further supplemented by the following guidelines:

1. A population group must have been defined and located which, by reason of age, physical or mental impairment, economic disadvantage, or a combination of these, has no reliable or accessible transportation for necessary trips. The size and location of the group must be such that the feasibility of providing service shall meet the criteria as defined as reasonable to meet.
2. Transit needs are to be determined in light of the following definition of "Necessary trips":
 - A. A trip destination that provides a necessity of life, and presence of a physical or financial obstacle between the individual and the necessary designation, which the individual is unable to overcome. Necessary trip purposes may be defined as follows:
 - a) to obtain or maintain employment;
 - b) to obtain non-emergency medical and/or dental care;
 - c) shopping for necessities of life;
 - d) to obtain social services such as health care, government funded nutrition programs, sheltered workshops teaching employable skills, County welfare programs, and education programs for physically and/or mentally handicapped individuals;

- e) to obtain education; and
- f) for the maintenance of life, health, physical and mental well-being.

3. Unmet transit needs specifically exclude:

- A. Trips for social events, recreational, or religious purposes are not considered as necessary. It shall be the policy of the GCTC, however, to serve these desires if they can be served concurrently within the limits of other defined "transit needs".
- B. Individuals requiring the assistance of a medical attendant (in addition to the vehicle driver) are not considered as needing a transportation service and shall be deemed to be more properly served by a medical emergency vehicle.
- C. Trips of less than one mile in length made by individuals who are not elderly or disabled are not considered as "transit needs". An able-bodied person can walk this distance in a reasonable amount of time without undue physical strain. Provisions for the elderly and disabled are made through the existing dial-a-ride/paratransit system.
- D. Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes.
- E. Improvements funded or scheduled for implementation in the following fiscal year.
- F. Future transportation needs.
- G. Trips that would duplicate transportation services to the general public.

II. REASONABLE TO MEET 2015/2016

An "Unmet Transit Need" identified under the above criteria and guidelines, as it pertains to the allocation of Transportation Development Act funds, may be found "Reasonable to Meet" only if the following conditions and standards of performance prevail:

Cost Effectiveness: 1) The new, expanded or revised transit service would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act Funds. 2) The new expanded or revised transit service would allow the responsible operator or service claimant to meet minimum state subsidy fare box and revenue ratios.

Community Acceptance: A significant level of support exists for the public subsidy of transit service designed to address the unmet transit need in Glenn County including, but not limited to, support from public groups and community meetings reflecting a public commitment to public transit.

Equity: The new, expanded or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of these groups.

Operational Feasibility: The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Financial Feasibility: 1) Supporting data indicates a sufficient ridership potential exists for the new, expanded or revised transit service. 2) Potential providers are available to implement the service.

ADA Conformity: The new, expanded, or revised transit service, conforming to the requirements of the American with Disabilities Act, will not impose an undue financial burden on the transit operator or claimant if complementary paratransit services are subsequently required.

System Impact: The new, expanded, or revised transit service will not result in a negative impact on the overall system's measures of efficiency and effectiveness, such as average passenger load per hour, average cost per passenger per hour, passengers per mile, cost per mile, and cost per hour.

Impact Limits: 1) Transit services designed or intended to address an unmet transit need shall, in all cases, provide coordination efforts with transit services currently provided, either publicly or privately, and transit services shall not duplicate services currently or hereafter provided either publicly or privately. 2) No transit need shall be determined reasonable to meet until it has been reviewed and evaluated to the satisfaction of and obtained subsequent approval from the Glenn County Transportation Commission.

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SUBJECT

Short-Range Transit Plan: Follow-up

ATTACHMENTS

- Short Range Transit Plan (download at:
http://gcppwa.net/documents/GlennSRTPFR_000.pdf)

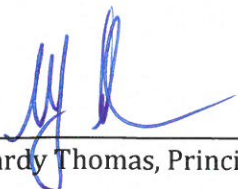
BACKGROUND & DISCUSSION

Last year, the Glenn County Transportation Commission (GCTC) authorized the application for a grant under the Federal Transit Administrations Section 5304 Rural or Small Urban Transit Planning Studies program. GCTC staff submitted a successful application and was awarded funding in October 2012 in the amount of \$53,650 with a required match to develop a Short Range Transit Plan (SRTP). This project was completed by a consultant and adopted by the Regional Transit Committee on May 15, 2014.

The later sections of the SRTP, starting with Chapter 7, focus on alternative ways of delivering service, capital needs/improvements, and marketing strategies. Glenn Transit Service staff is considering these changes and their implementation. These items may be discussed at future meetings of the SSTAC to assist in assessing project feasibility.

RECOMMENDATION

Information only.



Mardy Thomas, Principal Planner

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