



STAFF REPORT
Board Meeting of April 20, 2022

AGENDA ITEM: 5-A

PREPARED BY: Evelyn Espinosa, Associate Regional Planner

SUBJECT:

Proposed New Definition for Unmet Transit Needs Recommended by the Social Services Transportation Advisory Council (SSTAC)

Enclosure: Yes

Action: Adopt new recommended SSTAC Unmet Transit Needs Definition, Resolution 22-01

SUMMARY:

The current definition for the Unmet Transit Needs process is as follows:

- A. UNMET TRANSIT NEEDS: The term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation.
- B. REASONABLE TO MEET: The term “reasonable to meet” shall apply to all related public or specialized transportation services that:
 - 1. Are feasible;
 - 2. Have community acceptance;
 - 3. Serve a significant number of the population;
 - 4. Are economical; and
 - 5. Can demonstrate cost effectiveness by having a ratio of fare revenues to operating costs at least equal to 10 percent.

The definition of the term “reasonable to meet” shall apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The Social Service Transportation Advisory Council (SSTAC) and MCTC staff met and discussed the current Unmet Transit Needs definition. Over the course of these meetings, the SSTAC provided comments and recommended a new draft definition for the Unmet Transit Needs process. The proposed new draft definition underwent a 30-day public comment and review period, from February 16, 2022, to March 18, 2022, which was published in the Madera Tribune; it was also posted on Facebook, emailed to stakeholders, and fliers were posted on transit vehicles. One comment letter was received and discussed with the SSTAC during the April 1, 2022, meeting. Changes to the previously recommended definition were approved by

the SSTAC. This new definition is being presented to the MCTC Policy Board for its consideration. Below is the recommended definition:

- A. UNMET TRANSIT NEEDS: An unmet transit need is an expressed or identified need that is not currently being met through existing public transportation services. An unmet transit need also is a need required to comply with the Americans with Disabilities Act (ADA).
- B. REASONABLE TO MEET: The term “reasonable to meet” shall apply to public or specialized transportation services that meet the following minimum criteria:
 1. Feasibility
 - The proposed service can be provided with available Transportation Development Act (TDA) funding and/or other funding sources (per State law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet per PUC § 99401.5 (c).
 - Sufficient ridership potential exists for new expanded, or revisited transit services.
 - The proposed transit service will be safe and comply with local, State, and federal law.
 2. Community Acceptance
 - The proposed transit service has community support from the general public, community groups, and /or community leaders.
 3. Benefit to Population
 - The proposed transit service serves a significant number of residents where it is needed and would benefit the general public and/or senior and disabled persons as a while.
 4. Cost-Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet applicable transit system performance objectives or the State TDA farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s) per CCR 6633.2.
 - The proposed transit service, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds, and fare revenues and local support.
 5. Consistent with Intent of Existing Transit Service(s) and Plans

Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).

The proposed transit need should be in conformance with the goals included in the Regional Transportation Plan/Sustainable Communities Strategy, and consistent with the intent of the goals of the adopted Short Range Transit Plan.

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.