

**BEFORE
THE COMMISSIONERS OF THE
MADERA COUNTY TRANSPORTATION COMMISSION
COUNTY OF MADERA, STATE OF CALIFORNIA**

In the matter of
**UPDATE TO THE MCTC UNMET TRANSIT
NEEDS DEFINITIONS ADOPTION**

Resolution No.: **22-01**

WHEREAS, the Madera County Transportation Commission (MCTC) is a regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal Designation; and

WHEREAS, the Madera County Transportation Commission has given consideration to the requirements pursuant to Public Utilities Code, Section 99401.5; and MCTC must define the terms “unmet transit need” and “reasonable to meet”. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency; and

WHEREAS, the Madera County Transportation Commission has consulted with the Social Service Transportation Advisory Council (SSTAC) and the SSTAC has recommended a new definition for “Unmet Transit Needs” and “reasonable to meet”; and

WHEREAS, the Madera County Transportation Commission publicized the changes and opened a 30 day review and comment period from February 16, 2022 to March 18, 2022.

NOW, THEREFORE, BE IT RESOLVED, that the Madera County Transportation Commission Policy Committee defines the term “unmet transit need” and “reasonable to meet” as follows:

- 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 revised 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 whole.
4. Cost-Effective
 - The proposed transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the 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.

The foregoing resolution was adopted this 20th day of April 2022 by the following vote:

Commissioner Wheeler	_____
Commissioner Palmer	_____
Commissioner Gallegos	_____
Commissioner Rodriguez	_____
Commissioner Frazier	_____
Commissioner Poythress	_____

Chairman, Madera County Transportation Commission

Executive Director, Madera County Transportation Commission