



STAFF REPORT
Board Meeting of February 23, 2022

AGENDA ITEM: 5-C

PREPARED BY: Nicholas Dybas, Associate Regional Planner

SUBJECT:

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

Enclosure: No

Action: Consider adopting new recommended SSTAC Unmet Transit Needs definition

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

- A. UNMET TRANSIT NEEDS: The term “unmet transit needs” includes all essential trip requests by transit-dependent persons for which there are no other convenient means of transportation.

- 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 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).

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 the applicable transit system performance objectives or the State farebox ratio requirement after any exemption(s) period(s) if the service is eligible for an exemption(s).
 5. **Consistent with Intent of Existing Transit Service(s)**
Once established, the proposed transit service will not abuse or obscure the intent of existing transit service(s).

MCTC initiated a 30-day comment and review period, from February 16, 2022 to March 18, 2022, and published a notice in the Madera Tribune. Additionally, the proposed changes are available for review on the [MCTC website](#) and [Facebook page](#). They were also emailed to stakeholders and fliers were posted on transit vehicles. Public comments may be submitted in writing by March 18, 2022, no later than 12:00 pm. Comments should be sent to publiccomment@maderactc.org or Madera County Transportation Commission, Attn: Public Comment, 2001 Howard Road, Suite 201, Madera, California 93637.

After considering the comments, the document will be considered for adoption, by resolution, by the MCTC Policy Board, at its regularly scheduled meeting to be held on March 23, 2022.

FISCAL IMPACT:

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