

MENDOCINO COUNCIL OF GOVERNMENTS

BOARD of DIRECTORS

RESOLUTION No. M2017-03

FINDING THAT
THERE ARE UNMET TRANSIT NEEDS
THAT ARE REASONABLE TO MEET
FOR FISCAL YEAR 2017/18

WHEREAS,

- The Mendocino Council of Governments (MCOG) is the designated Regional Transportation Planning Agency for Mendocino County;
- The MCOG Board of Directors, on November 2, 1992 and December 7, 1998, adopted revised definitions of “unmet transit need” and “reasonable to meet,” attached hereto as **Exhibit A**;
- MCOG held its “unmet transit needs” public hearing for Fiscal Year 2017/18 on December 5, 2016, accepting as testimony a list of 20 Unmet Transit Needs, and three (3) additional recommendations for transportation compiled by the Social Services Transportation Advisory Council (SSTAC) on November 1, 2016, including 17 needs from the SSTAC and Mendocino Transit Authority (MTA) from public meetings during the year, and three (3) needs from testimony at the public hearing, for a total list of 23 items;
- On December 5, 2016, MCOG referred all unmet transit needs testimony received from the SSTAC and the public hearing, attached as **Exhibit B**, to MTA for analysis, cost projections and prioritization, then to be referred to the Transit Productivity Committee for a recommendation of “reasonableness” according to MCOG’s process;
- The Transit Productivity Committee met and reviewed MTA’s report, attached as **Exhibit C**, and recommended to MCOG that “*there are unmet transit needs that are reasonable to meet for FY 2017/18, contingent on approval of MTA’s grant proposal for Mobility Management under the Federal Transit Administration (FTA) Section 5310 Expanded Program and other grant opportunities.*” with eight (8) needs listed, as reflected in the Transit Productivity Committee minute order of April 19, 2017, attached as **Exhibit D**;
- The Social Services Transportation Advisory Council met again on May 24, 2017 (minutes to follow when available) to review MTA’s report and recommended six (6) of those eight needs as reasonable to meet, as listed in this resolution; and
- MTA, the TPC, and SSTAC anticipate that the unmet transit needs recommended as “reasonable to meet” can be funded by one or more federal grants, so MTA did not include any unmet transit needs in their 2017/18 claim; therefore, be it

RESOLVED, THAT:

1. MCOG finds that there are unmet transit needs that are reasonable to meet for Fiscal Year 2017/18, contingent on approval of MTA's grant proposal for Mobility Management under the Federal Transit Administration (FTA) Section 5310 Expanded Program and other grant opportunities, as identified on the FY 2017/18 list:

- #1 Non-emergency medical transportation, including trips to out-of-county locations and outside of regular senior center transportation operating hours
- #2 Saturday connection with Route 75 at Navarro River Junction
- #3 Saturday Route 5 and Route 60 service, same as weekday
- #9 Service for isolated seniors where buses can't go
- #16 More frequent Willits-Ukiah trips to attract "choice" riders
- #20 Transit access and improved access for the ten rural tribal communities in Mendocino County.

ADOPTION OF THIS RESOLUTION was moved by Director Ranochak, seconded by Director Wasserman, and approved on this 5th day of June, 2017, by the following roll call vote:

AYES: Directors Scalmanini, Wasserman, Cimolino, Ranochak, Croskey, Jackman (Caltrans/PAC), and Gjerde
NOES: None
ABSTAINING: None
ABSENT: Director Stranske

WHEREUPON, the Chair declared the resolution adopted, AND SO ORDERED.

/s/

ATTEST: Phillip J. Dow, Executive Director

/s/

Dan Gjerde, Chair

Adopted by MCOG

11/2/92

Revised by MCOG

12/7/98

MENDOCINO COUNCIL OF GOVERNMENTS

“Unmet Transit Needs” and “Reasonable to Meet” Process

Introduction

The stated intent of the Legislature in passing the Transportation Development Act (TDA) was to provide funding for transit, which would provide an essential public service through a balanced transportation system. The TDA administrative code specifically states, “it is the intent of the Legislature to improve existing public transportation services and encourage regional public transportation coordination.” The Public Utilities Code, in Article 2, Section 99220 provides even more succinctly: “to encourage people to use public transportation rather than private vehicles.”

Prior to using TDA funds for street and road improvements, Sections 99401.5 and 99401.6 of TDA require the Regional Transportation Planning Agency to hold a public hearing and make a determination that there are no unmet transit needs that can reasonably be met within the area of a county, city or eligible operator. As a result, the RTPA has the responsibility and authority to determine what constitutes unmet transit needs and whether or not such unmet transit needs can reasonably be met.

The Mendocino Council of Governments (MCOG), acting in its official capacity as the designated Regional Transportation Planning Agency for Mendocino County, accomplishes this in part through a public hearing process conducted by MCOG taking into account the recommendations of the Social Services Transportation Advisory Council and other various factors in the transportation planning process.

Definitions

The following definitions of “Unmet Transit Need” and “Reasonable to Meet” have been adopted by the Mendocino Council of Governments.

The unmet needs and reasonableness policies apply to new proposed services. Existing services will be evaluated through the existing performance standard policies established by MCOG, and reviewed by the Transit Productivity Committee.

1. Unmet Transit Need: Whenever a need to transport people is not being satisfied through existing public or private resources.
2. Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

“Unmet Transit Needs” and “Reasonable to Meet” Process

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12/7/98

- a) Service will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements and established MCOG criteria for new services
- b) Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- c) The claimant this is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the market place
- d) Funds are available, or there is a reasonable expectation that funds will become available.

/le
/jmo



MENDOCINO COUNCIL OF GOVERNMENTS

Reso. #M2017-03

Exhibit B

1 Page

FY 2017/2018 Unmet Transit Needs Testimony Heard in Public Hearing

December 5, 2016
(not in any order of priority)

Needs Identified at the SSTAC workshop:

1. Non-emergency medical transportation, including trips to out-of-county locations and outside of regular senior center transportation operating hours; e.g. collaborative volunteer driver program
2. Saturday connection with Route 75 at Navarro River Junction
3. Saturday Route 5 and Route 60 service, same as weekday
4. Include “The Cove” in the route serving Point Arena
5. Round trip circuit between Gualala and Point Arena along Highway 1 and the ridge east of Gualala (Old Stage Road/ Iverson Road)
6. Service from Gualala and Point Arena to Ukiah and back in the same day
7. Increase Saturday service and add Sunday service to Route 9 in Ukiah
8. Add trips and Saturday and Sunday service to Route 7 “The Jitney” in Ukiah
9. Service for isolated seniors where buses can’t go
10. Rides for seniors to evening events in Ukiah, Fort Bragg and Willits areas
11. Wheelchair accessible door-through-door assisted service for seniors on Wednesday in Ukiah area (Ukiah Senior Center transportation does not run Wednesdays due to budget constraints)
12. Assisted service for seniors on weekends, especially for those going to church on Sundays
13. Service from Laytonville to Willits and beyond
14. Service to/from Potter Valley
15. Service to/from The Woods retirement community
16. More frequent Willits-Ukiah trips to attract “choice” riders
17. Service to/from Ridgewood Ranch/Golden Rule

Additional Needs Identified in Public Hearing:

1. Increased width of streets and sidewalks in Fort Bragg to improve access for disabled paratransit customers
2. More evening paratransit service in Fort Bragg
3. Transit access and improved access for the ten rural tribal communities in Mendocino County

TOTAL of 20 Recommended Unmet Transit Needs for Analysis by MTA

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MTA Analysis of Unmet Transit Needs for 2017/18

This analysis includes 20 Unmet Needs identified by the SSTAC (Social Services Technical Advisory Committee, Mendocino Transit Authority from lett4ers, phone calls and public meetings, Public Hearings and additional items as received. These have been placed in the following categories.

- **Already Exist (1.5)**
- **High Priority (Consider for FY 2017/18) (3)**
- **Medium Priority (8)**
- **Low Priority (7)**
- **Not an Unmet Need...(1)**

Already Exist

6. Service from Gualala and Point Arena to Ukiah and back in the same day.

10. Rides for seniors to evening event in Ukiah, Fort Bragg and Willits areas. This remains an unmet need for Willits and some in Fort Bragg. However, in Ukiah, the #9 local route is required to deviate $\frac{3}{4}$ of a mile for any person with a qualified disability.

High Priority – Consider for FY 2017/18 (not in priority order)

2. Saturday connection with Route #75 at Navarro River Junction.

3. Saturday Route #5 and Route #60, same as weekday.

16. More frequent Willits – Ukiah trips to attract “choice” riders.

- ✓ Can possibly be established by ridership survey’s and changes in current scheduled times to make sure route as ‘exists’ is truly meeting the need of the ridership.

Medium Priority – (not in priority order)

1. Non-emergency medical transportation, including trips to out-of-county locations and outside of regular senior center transportation operating hours.

- ✓ MTA has applied for a Mobility Management grant. If awarded, this would fall under the scope of the Mobility Manager to develop a volunteer driver program.

4. Include “The Cove” in the route serving Point Arena.

5. Round-trip circuit between Gualala and Point Arena along Highway 1 and the ridge east of Gualala (Old State Road/Iverson Road).
7. Increase Saturday service and add Sunday service to Route 9 in Ukiah.
9. Services for isolated seniors where buses can't go.
 - ✓ Ties to MP #1, potential for integration into Volunteer Driver Program as developed by future MTA Mobility Manager.

Additional Needs as Identified in Public Hearings:

2. More evening paratransit service in Fort Bragg.
3. Transit access and improved access for the ten rural tribal communities in Mendocino County.
 - ✓ Again, this will tie directly to the Mobility Management Program. Federal Tribal Transportation funding is available. With collaboration with the various tribes and MTA, route development with shared funding resources has potential.

Low Priority – (not in priority order)

8. Add trips and Saturday/Sunday service to Route 7 “The Jitney” in Ukiah.
11. Wheelchair accessible door-through-door assisted service for seniors on Wednesday in Ukiah area (Ukiah Senior Center does not provide due to budgetary constraints).
12. Assisted service for seniors on weekends, especially for those going to church on Sundays.
13. Service from Laytonville to Willits and beyond.
14. Service to/from Potter Valley
15. Service to/from the ‘The Woods’ retirement community.
17. Service to/from Ridgewood Ranch/Golden Rule.

Not an Unmet Need

Additional Needs as Identified in Public Hearings:

1. Increased width of streets and sidewalks in Fort Bragg to improve access for disabled paratransit customers.

MENDOCINO COUNCIL OF GOVERNMENTS

MINUTE ORDER

Transit Productivity Committee – Unmet Transit Needs

April 19, 2017

Dow & Associates Conference Room, Ukiah

PRESENT:

MCOG Board Members: Dan Gjerde and Susan Ranochak
 MTA Board Members: Jim Mastin and Jim Tarbell
 Senior Centers Rep.: Charles Bush, Redwood Coast Seniors
 Staff: Phil Dow, Janet Orth, and Marta Ford, MCOG; Carla Meyer, MTA

ABSENT: None

1. **Call to Order.** The meeting was called to order at 1:20 p.m. Chair Gjerde asked Sue Ranochak to preside.

6. **Review and Recommendation on MTA's Analysis and Prioritization of 2017/18 Unmet Transit Needs.**

Janet reviewed the annual process and actions to date. Carla then reviewed her analysis of the 20 needs and recommendations compiled by the Social Services Transportation Advisory Council (SSTAC) and testimony from the December public hearing. The list was ranked into five categories: *Already Exist* (2), *High Priority - Consider for FY 2017/18* (3), *Medium Priority* (7), *Low Priority* (7), and *Not an Unmet Need* (1). Needs under each category were not in priority order. Discussion included the following.

- *Already Exist* – #10, Rides for seniors to evening events: Make sure MTA's website makes clear services exist or are half met. Technically services already exist; there will be a dispatcher in future to meet this need. (Phil, Carla)
- *High Priority* – #2 and 3, Saturday Routes 75, 5 and 60: These were cut in past budgets, budget development is needed to address these; people still want the services. (Carla)
- *Medium Priority*
 - #1, Non-emergency medical transportation and #9, Services for isolated seniors: These could be met with a mobility manager organizing a volunteer driver program; MTA has applied for a grant to fund this position. (Carla)
 - #4, The Cove, Point Arena: Would this be twice daily? Infrequent service through town. Suggest research as to why needed. Discussion of best ways to address this route to the pier. (Jim M., group)
 - #5, Old State Rd./Iverson Rd. between Point Arena and Gualala: Does this relate to casino trips? No, it is a long-standing request, continuing need. (Group)
 - #7, Increase Saturday service and add Sunday service to Route 9 in Ukiah: A federal JARC grant could cover Saturdays if another cycle is offered. It could work as a shuttle, an eligible project. Discussion that Saturdays, but not Sundays, could be reasonable to meet. (Carla, group)
- *Low Priority* – #11 and 12, Assisted door-through-door services: Why are these considered low priority? As to the lack of Wednesday service in Ukiah, there is service four days a week, so riders could adjust their schedules. For Saturday trips, there is Dial-a-Ride. For church attendance on Sundays, churches can help their members by organizing rides within their congregations. (Janet, Carla)
- *Low Priority* – #13, 14, 15, 17, semi-remote communities: These are too far from existing MTA routes to be feasible. Laytonville to Willits has been tried before, with too few riders. (Group)

In summary, Carla thought that a mobility management program could address many of the needs, along with some grants. Charles noted it could be a management problem to address Low Priority needs for the more distant destinations such as The Woods and Golden Rule at Ridgewood Ranch. Carla agreed these fall under the mobility management umbrella; they are unique to each individual community. There was a brief closing discussion.

Recommendation:

Upon motion by Gjerde, seconded by Bush, and carried unanimously (*5 Ayes; 0 Noes; 0 Absent*): The TPC recommended a finding that there are unmet transit needs that are reasonable to meet for FY 2017/18, contingent on approval of MTA's grant proposal for Mobility Management under the Federal Transit Administration (FTA) Section 5310 Expanded Program and other grant opportunities:

- #1 Non-emergency medical transportation, including trips to out-of-county locations and outside of regular senior center transportation operating hours
- #2 Saturday connection with Route 75 at Navarro River Junction
- #3 Saturday Route 5 and Route 60 service, same as weekday
- #4 Include "The Cove" in the route serving Point Arena
- #7 (Partial) Increase Saturday service ... service to Route 9 in Ukiah
- #9 Service for isolated seniors where buses can't go
- #16 More frequent Willits-Ukiah trips to attract "choice" riders
- #20 Transit access and improved access for the ten rural tribal communities in Mendocino County. *

8. Adjournment. The meeting was adjourned at 3:16 p.m.

Submitted by Janet Orth, Deputy Director/CFO

* Listed in MTA's analysis as #3 under Medium Priority - Additional Needs Identified in Public Hearing, consistent with MCOG's list of All Testimony, but making a duplicate numbering of #3 under High Priority – Consider for FY 2017/18. Since it is the 20th need on MCOG's list (17 plus 3), for clarity it is numbered #20 here.