



COUNTY OF HUMBOLDT

AGENDA ITEM NO.
L-1

For the meeting of: January 14, 2014

Date: December 17, 2013

To: Board of Supervisors

From: *(W)* Thomas K. Mattson, Public Works Director

Subject: Unmet Transportation Needs Public Hearing for FY 2014-15

RECOMMENDATION: That the Board of Supervisors:

1. Open a public hearing and receive the staff report and allow the public to comment on transit needs in the unincorporated areas of the County.
2. Close the public hearing and direct that the Clerk of the Board to forward: (a) meeting minutes and any recommendations to the Humboldt County Association of Governments (HCAOG) for inclusion in their hearing, and (b) suggestions and comments raised during the public hearing.

SOURCE OF FUNDING: N/A

DISCUSSION: The purpose of this hearing is to provide an opportunity for representatives of various agencies and the general public to request specific transit services in the unincorporated areas of Humboldt County. Ultimately, a finding by the HCAOG board will have to be made as to whether there are unmet transit needs that are reasonable to meet.

Unmet transit needs may be found to be *reasonable to meet* by means of the following criteria:

1. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made

Prepared by Thomas K. Mattson/jg

CAO Approval *Cheryl Wilkinson*

REVIEW:

Auditor *Alsu* County Counsel _____ Personnel _____ Risk Manager _____ Other _____

TYPE OF ITEM:

- Consent
- Departmental
- Public Hearing
- Other _____

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT

Upon motion of Supervisor *Bass* Seconded by Supervisor *Sundberg*

Ayes *Sundberg, Lovelace, Bohn, Fennell, Bass*

Nays _____

Abstain _____

Absent _____

PREVIOUS ACTION/REFERRAL:

Board Order No. L-1

Meeting of: January 29, 2013

and carried by those members present, the Board hereby approves the recommended action contained in this Board report.

Dated: *Jan. 14, 2014*

By: *Kathy Hayes*

Kathy Hayes, Clerk of the Board

by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

2. If a new, expanded or revised transit service fails to meet ridership or cost effectiveness standards after one full year of operation, reasonable efforts will be made and documented to rectify the situation during the following year of operation. If service has not met performance standards during the period required by the Transportation Development Act Statutes, and efforts to improve service productivity have been documented by the operator to be unsuccessful, the service will be subject to termination as not being reasonable to meet. Efforts to rectify the underperforming ridership may include but are not limited to increased outreach/marketing of service (newspaper placement), collaboration between organizations or agencies that work with potential ridership of the service and surveys documenting ways in which the service could be improved or made more attractive.
3. Evaluation of potential unmet needs shall be conducted by the TDA claimant that is expected to provide the new, expanded, or revised transit service. The TDA claimant shall review, evaluate, and indicate that the service is operationally feasible, including:
 - a. Forecast of anticipated ridership if service is provided.
 - b. Estimate of capital and operating cost for the provision of such services.
 - c. Determination if there are adequate roadways and selected turnouts to safely accommodate transit vehicles.
 - d. Determination that vehicles are currently available in the marketplace.
 - e. Determination if potential transit service duplicates existing services.
4. An unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar timing factors, or because additional information is needed to determine whether or not the unmet transit need is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.

The Humboldt County Association of Governments, as the Regional Transportation Planning Agency, is required to make the finding that there are not unmet transit needs which are reasonable to meet prior to approving fund claims for street and road purposes. This process is required by the Transportation Development Act (TDA). Currently, the County Road Fund and Bicycle and Trailways program receive a portion of TDA funding.

The following is a listing of the FY 2013-14 allocation of the County TDA funds:

Redwood Transit System	\$ 711,095
Eureka Transit Dial-A-Ride	\$ 361,315
New Southern Humboldt Service	\$ 310,239*
Arcata/McKinleyville Dial-A-Ride	\$ 78,397
Adult Day Health Care-Mad River	\$ 36,024
Humboldt Senior Resource Center	\$ 41,734
Willow Creek	\$ 187,458*
Transit Set Aside	\$ 200,000
Bicycle & Trailways	\$ 65,000
Road Maintenance	\$ 433,033

K-T Net

\$ 94,802

\$2,519,097

*net of prior years' excess

FINANCIAL IMPACT: The FY 2013-14 TDA allocation reflects a 16% increase from last year from \$2,168,428 to \$2,519,097.

If other unmet transit needs are found, it could possibly impact the amount of funding allocations next year for the various transit system operations, Bicycle & Trailways and Roads budget units.

This project conforms to the Board of Supervisors' Core Roles of encouraging new local enterprise and ensuring proper operation of markets.

OTHER AGENCY INVOLVEMENT: Humboldt Transit Authority and Humboldt County Association of Governments

ALTERNATIVES TO STAFF RECOMMENDATIONS: Board discretion

ATTACHMENTS: None

HCAOG

Humboldt County Association of Governments

SYNOPSIS:

Citizen Participation Process for Assessing Unmet Transit Needs

Transportation Development Act

California's Transportation Development Act (TDA) legislates funding for transit purposes primarily, and for non-transit purposes under certain conditions. TDA funds are distributed through the Regional Transportation Planning Agencies (RTPA) throughout the state. An RTPA must assess its jurisdiction's "unmet transit needs" prior to allocating any TDA funds for purposes *not* directly related to public transit or facilities used exclusively by pedestrian and bicyclists.

Public Process to Make a Finding

Each year, HCAOG conducts a citizen participation process to receive public comment concerning transit needs within the RTPA jurisdiction. The HCAOG Social Services Transportation Advisory Council (SSTAC) leads the process to solicit broad input from transportation-dependent and transportation-disadvantaged persons. With recommendations from the SSTAC, at the end of the process the Board shall find that:

- (a) there are no unmet transit needs; or
- (b) there are no unmet transit needs which are reasonable to meet; or
- (c) there are unmet transit needs, including those that are reasonable to meet. (Section 99401.5)

The Board shall make this finding as a result of testimony received, and based on HCAOG's adopted definitions (see box).

If the HCAOG Board finds that there are no unmet transit needs, or that there are no unmet transit needs which are reasonable to meet, entities may expend excess (unexpended) TDA funds for non-transit purposes. A finding that there are unmet transit needs, including those that are reasonable to meet, delivers a mandate to the respective entity to set aside funds, given that they are available, to implement a program to meet those needs deemed "reasonable to meet."

(over)

DEFINITIONS

"Unmet transit needs" are, at a minimum:

- (1) Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or
- (2) Proposed public transportation, specialized transportation, or private transport services that are identified in the following (but is not limited to): a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit-Human Services Transportation Plan.

"Reasonable to meet" criteria:

- (1) Whether a need is "reasonable to meet" shall **not** be determined by comparing unmet transit needs with the need for streets and roads, or for the sole reason that there is a lack of available resources to fully meet the identified need.
- (2) New, expanded, or revised transit service that has not met performance standards in the first two full years of operation can be subject to termination as being unreasonable to meet.
- (3) The transit operator (TDA claimant) that is expected to provide a new, expanded, or revised transit service indicates that it is operationally feasible.
- (4) One and one time only, an unmet transit need may be found to be unreasonable to meet if time constraints make it infeasible to begin service within the coming fiscal year, or if more information is needed to determine whether or not the unmet transit need is reasonable to meet.

HCAOG

Humboldt County Association of Governments

The TDA directs HCAOG, as the RTPA, to make the finding that there are no unmet transit needs which are reasonable to meet prior to approving fund claims for street and road purposes.

Public Hearings on “Unmet Transit Needs”

HCAOG holds the single statutorily-required public hearing. In addition, HCAOG encourages all member entities to conduct hearings to receive constituent comments. HCAOG encourage entities to notify stakeholders of the public hearings with as much advance notice as is possible. We also encourage entities, to the fullest extent possible, to hold meetings during times that available transit is in service. The public is also welcome to provide written comments and comments by phone.

After conducting an “Unmet Transit Needs” hearing, the member entity forwards to HCAOG the public hearing’s record of comments or transcript.

Report of Findings

HCAOG compiles public testimony and other comments from all entities, and includes it in the *Unmet Transit Needs Report of Findings* for the upcoming fiscal year. The report also covers demographic information of the transportation-dependent public, existing programs, and includes recommendations for meeting transit demands.

Timely conduct of the hearing process and submittal of the requested documentation allows HCAOG staff to prepare the *Report of Findings* for the Board to consider and adopt by May, and thereby avoid delays in processing TDA claims for the upcoming fiscal year.

For questions or assistance regarding this Public Participation Process, contact HCAOG at (707) 444-8208 or email at debra.dees@hcaog.net.