



COUNTY OF HUMBOLDT

AGENDA ITEM NO.

J3

For the meeting of: October 17, 2017

Date: September 13, 2017

To: Board of Supervisors

From:  Thomas K. Mattson, Public Works Director

Subject: Unmet Transportation Needs Public Hearing for FY 2018-19

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 the Clerk of the Board to forward an action summary of the meeting to the Humboldt County Association of Governments (HCAOG) for inclusion in their 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.

The HCAOG synopsis provides that unmet transit needs are, at a minimum, trips requested from residents who do not have access to public transportation, specialized transportation, private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment, proposed public transportation, specialized transportation, or private transport services that are identified in the following (but not limited to): a Transportation Development

Prepared by Thomas K. Mattson/cm

CAO Approval 

REVIEW:

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

TYPE OF ITEM:

- Consent
- Departmental
- Public Hearing
- Other _____

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT

Upon motion of Supervisor Fennell Seconded by Supervisor Wilson

Ayes Wilson, Sundberg, Bass, Bohn, Fennell

Nays _____

Abstain _____

Absent _____


PREVIOUS ACTION/REFERRAL:

Board Order No. J-1

Meeting of: November 8, 2016

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

Dated: 10/17/17

By: 
Kathy Hayes, Clerk of the Board

Plan, Regional Transportation Plan, Coordinated Public Transit-Human Services Transportation Plan. The HCAOG TDA Rules stipulate that, for this process, unmet transit needs do not include: (1) improvements funded or scheduled for implementation in the next fiscal year; (2) minor operational improvements or changes such as bus stops, schedules, and minor route changes; (3) trips for purposes outside of Humboldt County; (4) trips for primary or secondary school transportation; and (5) sidewalk improvements or street and road needs.

The synopsis provides the following criteria on what is reasonable to meet: (1) an unmet need 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 is determined as being unreasonable to meet; (3) the transit operator (Transportation Development Act - TDA claimant) is expected to provide a new, expanded, or revised transit service indicates that it is operationally feasible; and (4) an unmet transit need may be determined 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 the unmet transit need is reasonable to meet.

The HCAOG, as the Regional Transportation Planning Agency, is required 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. This process is required by the TDA-Local Transportation Fund (LTF).

In a letter dated August 30, 2017, HCAOG is requesting that the public hearings for FY 2018-19 be conducted and completed by the end of October 2017. This will provide LTF claimants sufficient time to evaluate potential unmet needs findings and consider any additional allocations in the new fiscal year's budget proposal.

FINANCIAL IMPACT: LTF is allocated following a priority funding order namely: (1) TDA Administration; (2) Planning & Programming; (3) Pedestrian & Bicycle Facilities; (4) Community Transit Service Agency; (5) Public Transit; and (6) Miscellaneous Allocations which include local streets and roads, entities contracted to provide public transportation services, facilities exclusively for bicycles and pedestrians, and multimodal transportation terminal. Due to prior years' unmet transit needs findings, the County Road Fund and Bicycle and Trailways program of the Public Works Department are not budgeted to receive any LTF funding in FY 2018-19.

The requested action conforms to the Board of Supervisors' Core Roles of encouraging new local enterprise and ensuring proper operation of markets.

OTHER AGENCY INVOLVEMENT: HCAOG

ALTERNATIVES TO STAFF RECOMMENDATIONS: The Board could choose to not grant a public hearing for unmet transit needs. This action is not recommended because "unmet transit needs" assessment is required and the HCAOG Board makes its findings based on the result of testimony received prior to the allocation of any TDA funds.

ATTACHMENTS: HCAOG Letter: FY 2018-19 Unmet Transit Needs Cycle; Request for County of Humboldt Public Hearing Date



HCAOG

Regional Transportation
Planning Agency

611 I Street, Suite B
Eureka, CA 95501
707.444.8208
Fax: 707.444.8319
www.hcaog.net

August 30, 2017

Ms. Amy Nilsen, CAO
County of Humboldt
825 5th Street
Eureka, CA 95501

Dear Ms. Nilsen,

Each year, the Humboldt County Association of Governments (HCAOG), as the Regional Transportation Planning Agency, conducts a citizen participation process to assess unmet transit needs (UTN) within Humboldt County. This annual UTN process helps HCAOG properly apply funds provided through the Transportation Development Act (TDA). The HCAOG Board of Directors will hold a public hearing on Thursday, October 19, 2017, for community members to express any unmet needs they have for public transit and paratransit service.

We encourage your agency to also conduct a public hearing during the month of October and record comments received from constituents.

Please provide your public hearing dates to Christie Smith at christie.smith@hcaog.net by Thursday, September 7, 2017. HCAOG will publish an ad in the Times Standard which will include a schedule of all hearing dates, times, and locations.

When your agency has concluded its public hearing on unmet transit needs, please send HCAOG a record of comments no later than November 27, 2017. All hearing records will be included in the "Unmet Needs Report of Findings" for 2018-19.

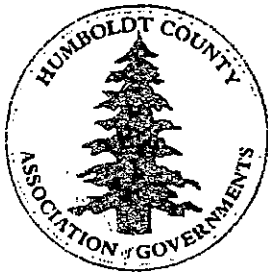
Enclosed for your information is a synopsis of the UTN process. If you have any questions, or if you would like me to participate at your hearing, please contact me at 444-8208. Thank you for your assistance.

Respectfully,

Debra Dees
Associate Planner

Enclosures

cc: Tom Mattson, Director of Public Works



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

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 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 pedestrians 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. Based on public testimony, the SSTAC's recommendations, and according to HCAOG's definitions (see box on the right), the HCAOG 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)

If the HCAOG Board determines that a finding of (c) above applies to an HCAOG entity, then that entity will be required to spend all of their apportioned TDA funds for transit purposes. (Under other findings, entities are allowed to spend TDA funds for non-transit purposes, such as streets and roads maintenance.)

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.

Additionally, the HCAOG TDA Rules stipulate that, for this process, unmet transit needs do not include :

- ❖ Improvements funded or scheduled for implementation in the next fiscal year.
- ❖ Minor operational improvements or changes such as bus stops, schedules, and minor route changes.
- ❖ Trips for purposes outside of Humboldt County.
- ❖ Trips for primary or secondary school transportation.
- ❖ Sidewalk improvements or street and road needs.

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 the unmet transit need is reasonable to meet.

(over)

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 HCAOG Board will consider and adopt the Report of Findings by March 2018.

Opportunities for Public Comment on Unmet Transit Needs

Public hearings are held each year by HCAOG and member entities to receive comments on unmet transit needs. Comments may be provided at any of the unmet transit needs public hearings or submitted to HCAOG throughout the year via email, Facebook, in person, or telephone through the contact information below.

Email:	debra.dees@hcaog.net
Facebook:	www.facebook.com/hcaog
Mail or in person:	HCAOG Office 611 I Street, Suite B Eureka, CA 95501
Telephone:	(707) 444-8208

September 30, 2017

To HCAOG and Humboldt County Board of Supervisors:

RE: Unmet Transit Needs

Please put seat belts on school buses. Do they have seat belts on school buses yet? If not, then why not?

There must be many improvements that can be done to help people get around in our quickly aging population. Many have to sell their cars due to age related issues.

If my eyesight ever begins to decline, I will need other forms of transportation. The nearest bus stop is a 10-15 minute walk to (Harris & F); which I think is the closest bus stop to my house with buses that go different places. If I can no longer ride my bicycle, I will have to figure out the bus system.

Coming home from shopping, walking 10-15 minutes, I guess I could pull a rolling cart. This would be challenging for an elderly person with limited eyesight, back & wrist pain, and other mobility issues. Add wind and rain, and this will add to challenges of aging and trying to live independently.

Hopefully you still have Senior Assistant Buses that are smaller to help to get from doorstep to destination and back. Several years ago I took a taxi to St. Joseph's Hospital, and the cost seemed reasonable. I think it was \$7 with a tip. A bus stopping closer to my house would be worth paying a few dollars a day. However, after anesthesia a taxi would be best.

Buhne Street is a major cross street between Highway 101 and the Hospital on Harrison, and up a bit one turns right on Lucas and ends up on Myrtle. **Perhaps the solution is to be buying some smaller buses that can fit our small but main cross streets to get across town while avoiding Highway 101 and Harris Street congestion. This would be practical and it would offer assistance to more seniors, people with disabilities, and for people who don't drive. Smaller electric or clean fuel buses may be the answer. This would also offer additional jobs for bus drivers.** Thanks to autonomous self-driving buses coming soon, maybe they could put more small buses on routes to come more frequently.

Why run these gigantic gas guzzling buses that may never be filled to capacity in this rural area? Smaller is better. Just like Smaller is better with our delivery trucks.

Thinking ahead now about how one might learn to transition to utilizing buses, if smaller buses were more handy to catch, I believe more people would utilize bus transportation.

Sincerely,

Patricia Shade
Treesha@sonic.net
Eureka, CA 95501

Unmet Transit Needs Action Summary

- Unable to travel from Garberville to Eureka on the weekend because there is no transit service.
- Concerned that Ferndale only has one bus that stops there one time a day.
- Eureka has food banks, DMV and other resources and people who don't have transportation may be unable to access these resources.
- More transportation on a Sunday in the Arcata and McKinleyville area.
- Trinidad has too long of wait times.
- Have brief stops in each community and make Redwood Transit System a true transit system.
- Set up a cost tracking system to track revenue and expenditures by service district boundaries in order to see if there is funding to create a bus system in the McKinleyville area.