



MEMORANDUM

TO: Board of Directors **DATE:** October 1, 2012

FROM: David Melko, Senior Transportation Planner

SUBJECT: 9:15 – TIMED ITEM: ANNUAL UNMET TRANSIT NEEDS PUBLIC HEARING

ACTION REQUESTED

Conduct a public hearing to obtain public testimony on unmet transit needs that may exist in Placer County.

BACKGROUND

One of the key responsibilities for Regional Transportation Planning Agencies (RTPAs) such as PCTPA is the unmet transit needs process. PCTPA must annually hold at least one public hearing to obtain comments on the unmet transit needs that exist within Placer jurisdictions (excluding that portion that is within the Tahoe Regional Planning Agency (TRPA) area) and that might be reasonable to meet.

PCTPA focuses on those services that meet the adopted definition of an “unmet transit need” and are consistent with the criteria for being considered “reasonable to meet.” Services may include establishing, contracting for, or expanding transportation services. The definition was amended by the Board of Directors on September 27, 2006, and is shown in Attachment 1.

DISCUSSION

In addition to the public hearing the Board is holding as part of today’s meeting, public workshops have been held in Auburn, Lincoln, Loomis, Rocklin, Roseville and North Lake Tahoe prior to the public hearing. Staff will summarize the public input received at the workshops at the public hearing. A workshop with social service agencies will be held in collaboration with the Placer Collaborative Network (PCN) on October 31, 2012.

Each of the public workshops and the public hearing were advertised in local newspapers, along with flyers in English and Spanish distributed by the transit operators. The public comment period for this year’s unmet transit needs process will conclude on November 30, 2012. Public comments can be submitted at the October 24 public hearing, or via phone, fax, mail, e-mail, or through PCTPA’s web site.

PCTPA will summarize and analyze all of the testimony. Staff will review the draft report with the Social Services Transportation Advisory Committee (SSTAC) and the TAC in January and return to the Board in February 2013 with the final report. If, based on the adopted definition and criteria any unmet transit needs are determined to be reasonable to meet by the Board of Directors, they must be funded in the next fiscal year prior to any TDA funds being allocated for streets and roads purposes.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

Reasonable To Meet

Unmet transit needs may be found to be "reasonable to meet" if all of the following criteria prevail:

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan for the applicable jurisdiction.