



Public Hearing: Unmet Transit Needs

Requested Action(s)

The purpose of today's agenda item is to provide a brief overview of the process and invite public comment regarding unmet transit needs. Transit needs that are scheduled for implementation (connection to Glenn Ride in Orland) are specifically excluded from the definition of an "unmet transit need."

- a) Open unmet transit needs hearing
- b) Overview of unmet transit needs process
- c) Invite public comment on unmet transit needs
- d) Close the public hearing and refer comments to the Social Services Transportation Advisory Council (SSTAC) for review

Financial Impact:

N/A

Background Information:

The annual unmet needs process and this public hearing are a requirement of the Transportation Development Act (TDA). This process consists of the following steps:

1. A public hearing to receive comments.
2. The Commission refers the public comments to the Social Service Transportation Advisory Council (SSTAC) for review.
3. The "unmet transit need" and "reasonable to meet" (see attached) in order to develop a recommendation SSTAC compares the comments to the attached adopted definition of for the Commission.
4. The Commission considers the recommendation and then adopts a finding by resolution.
5. Transit needs that are 'determined to be reasonable to meet' are funded prior to allocating Local Transportation Funds (LTF) to streets and roads.

A pilot program commenced in the spring of 2014 to address the needs of Rancho Tehama Reserve, and the Diamond Express pilot to Shasta College started the Fall Semester 2016. The Federal Congestion Mitigation Air Quality (CMAQ) funds are in place to reimburse TRAX operating costs for all pilot services (RTR, Shasta, connect w/ Glenn Ride) for a five year period (2013-14 to 2018-19). The pilot to connect with Glenn Ride is anticipated to start next fiscal year.

Attachment List:

Unmet Need & Reasonable to Meet Definition (PDF)
Unmet Transit Needs Flow Chart (PDF)