

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE: Wednesday, June 25, 2014
TIME: 2:00 p.m.
PLACE: Glenn County Planning & Public Works Agency
Conference Room
777 North Colusa Street, Willows, CA 95988

(1) Call Meeting to Order

The meeting was called to order by Mardy Thomas at 2:07 p.m.

(2) Introductions

Members present: Gloria Ponciano, James Carlson, and Colleen Ellis

Staff present: Mardy Thomas and Casey Murray

(3) Action Items:

- A. Recommendation on 2014/2015 Unmet Transit Needs comments based on four public hearings

Members reviewed the following:

In 1971, the California Legislature enacted the Transportation Development Act (TDA) to ensure “the efficient and orderly movement of people and goods in the urban areas of the state.” The TDA provides to funding sources: the Local Transportation fund (LTF) a ¼-cent general sales tax collected statewide and the State Transit Assistance fund (STA) which is now derived from an excise tax on gasoline and diesel fuel.

TDA recognizes that rural counties have different transportation needs. Counties with a population under 500,000 as of the 1970 Census may use LTF funding for transit and local streets and roads provided that certain conditions are met first.

Prior to allocating the funds, the transportation planning agency, the Glenn County Transportation Commission (GCTC), is required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. Four public hearings were held before the City Councils of Orland and Willows, the Glenn County Board of Supervisors, and the Glenn County Transportation Commission.

In March, the GCTC adopted the recommendation of the Social Services Technical Advisory Council defining “Unmet Transit Needs” and “Needs that are Reasonable to

Meet” according to local conditions by resolution. These definitions were used to set the context in which discussions were held regarding unmet transit needs in Glenn County.

During the public hearings, the following comments were received:

- A request for service to the Bayliss area
- A request for service to Corning
- A request for a service to allow residents of Eskaton Manor to get groceries

Staff has analyzed these comments and has made the following findings:

1. The request for service to Bayliss was not qualified by providing a reason for the request. As such, staff could not identify a specific need for the trip. Glenn Transit Services endeavors to operate in the most efficient manner possible to extend transit service to the maximum number of persons possible. The routes as presently implemented appear to accomplish this goal. Implementation of service to Bayliss has the potential to negatively impact the overall system’s measures of efficiency and effectiveness. Specifically, the ratio of potential riders against the increase in operational costs would jeopardize the fare box return ratio to a level where the service would no longer be eligible for state funding. This would also run contrary to the conclusions reached in the recently completed Short Range Transit Plan which indicated a desire by the majority of current system patrons to reduce headway to and from the Chico area. Consequently staff considers this unmet need unreasonable to meet.
2. The request for service to Corning was explored in the recently completed Short Range Transit Plan. The conclusions were that the connection with the Tehama County TRAX transit system would need to be coordinated and come at no cost to Glenn Transit Service. In this way, the route would be viable given the financial resources available to Glenn Transit Service. Tehama County transit staff has submitted a proposal for funding consideration to Caltrans for a pilot project establishing a route between Corning and Orland. As of this date, there has been no confirmation that the proposal was successful. This unmet need is reasonable to meet; however, it requires action on the part of the Tehama County transit system.
3. The request for transportation to shop for groceries in the Willows area was also evaluated in the Short Range Transit Plan. The plan suggests a shopping shuttle or check point service that would operate one day per week in the City of Willows. The estimated costs would be approximately \$17,400 annually. Staff is of the opinion that this may be a viable service option; however, it would need to be gauged against the need for increased Dial-A-Ride service in Willows. Consequently, staff has concluded that this need is reasonable to meet as it meets the adopted criteria for unmet needs and that further evaluation would be required prior to developing a service plan. Also, contractual considerations would need to be cleared through Caltrans as costs with the operations contract will increase with increased service.

It was the consensus of the SSTAC to recommend to the Glenn County Transportation Commission that of the comments received from the public that there are unmet transit needs with the following findings:

1. That the request for service to the Bayliss area is unreasonable to meet as it would negatively affect the existing transit services by increasing operational costs, increasing headway on existing routes, and lower fare box return ratios.
2. That the request for service to Corning is an unmet need that is reasonable to meet provided that the Tehama County TRAX trans service initiate the route. Glenn Transit Service is not capable of funding such a route. Efforts are currently underway by Tehama County transit staff to secure funding to establish a route.
3. That the request for transit service to shop for groceries meets the criteria established to identify an unmet need and that further evaluation would be required to ensure that the service can be sustained.

(4) New Business

- A. None

(5) Adjournment of Meeting-The meeting was adjourned at 2:55 p.m.