

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

AGENDA

DATE: Wednesday, July 5, 2023

TIME: 2:00 p.m.

PLACE: Glenn County PCDSA Conference Room
225 North Tehama Street
Willows, CA 95988

(1) Call Meeting to Order

(2) Action Items

- A. Recommendation to Transportation Commission on definitions for Unmet Transit Needs for 2023/2024 – *review and approve definition listing for Unmet Transit Needs for submission to the Glenn County Transportation Commission*

(3) New Business / Unscheduled Matters

- A. Receive comments and updates from members, staff and attendees

(4) Adjournment

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE: Tuesday, August 23, 2022

TIME: 2:00 p.m.

PLACE: PCDSA
225 N. Tehama Street; Willows, CA. 95988
This meeting was also conducted via Microsoft Teams Teleconference

(1) Call Meeting to Order

The meeting was called to order by Glenn County Transportation Commission Executive Director, Mardy Thomas at 2:07 P.M.

(2) Introductions

Members present: **Joie Owen**, GCOE Family Services Division Manager,
Bruce Roundy, Glenn County Transportation Commissioner
James Carlson, Transportation Supervisor, Butte College
Lauren Wong, Glenn County Community Action Department

Members Absent: Michelle Lange, Paratransit General Manager
Janelle Kelly, Glenn County Program Manager, HHSA
Carol Parker, North Valley Services, Senior Assistance
Tom Waggoner, Senior Mental Health Counselor, Glenn County

Staff present: Mardy Thomas, Executive Director, Transportation Commission
Ashlee Veneman, Clerk

(3) Action Items:

- A. Recommendation of Unmet Transit Needs for 2022/2023 to Glenn County Transportation Commission based on four public hearings in June 2022.

Mardy Thomas reviewed the proceedings of the four public hearings conducted, stating the main concerns brought forth by the public were lack of knowledge of services and the shortage of drivers for the program. The biggest need is medical appointments to Chico, as the County has a growing number of residents that can no longer provide their own transportation. It was further requested to add shelters and new stops in Orland along Highway 32.

Ashlee Veneman stated outreach was conducted with flyers mailed to local churches in the area and collaborating with the Cities of Orland and Willows to post the information on social media. Information and brochures were also mailed to local hospitals and medical providers.

Bruce Roundy asked if the stipend for volunteer drivers can be increased, whereby Mr. Thomas stated that is being considered but staff wants to ensure the increased rate will be sustainable and not lead to reduced services in the future.

Joie Owen asked if drivers are reimbursed for mileage from specific destination points or for the entire trip, whereby Mr. Thomas confirmed it was the latter.

Ms. Veneman asked what the process is for increasing the driver stipend, whereby Mr. Thomas stated the Transportation Commission will need to budget for the expense and the increase will need to be approved by the Regional Transit Committee.

(4) New Business

A. Updates for Committee

Mr. Thomas stated the Commission intends to add a bus stop or possibly a transfer station at the new Butte College site in Orland, and staff will need to obtain right-of-way's as well as property nearby.

Lauren Wong stated the County has received funding to be allocated towards transportation needs and her department is considering two different programs. The first program would offer travel vouchers to eligible passengers/free transportation as needed. The second program would create a site for telehealth visits with the intention of assisting patrons trying to access medical care. The site would provide staff support to assist with the visit (including technical support) as well as coordinating any follow-up items such as prescriptions.

Mr. Thomas announced that conventional fuel vehicles will no longer be able to be purchased as of 2026 and staff is considering an alternative fleet program. The micro-mobility program would utilize smaller vehicles and offer scheduled rides (similar to ride sharing services such as Uber or Lyft). Discussion ensued over possible vehicle options and potential operations. Ms. Wong spoke in favor of this model as it would be simple to cover the cost. Mr. Roundy stated the City of Orland is experiencing more development and this will add to the County's transportation needs.

(5) Adjournment of Meeting-

There being no further business or comments, the meeting was adjourned at 2:34 p.m.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE: Tuesday, May 10, 2022

TIME: 2:00 p.m.

PLACE: PCDSA
225 N. Tehama Street; Willows, CA. 95988

(1) Call Meeting to Order

The meeting was called to order by Glenn County Planning Manager, Mardy Thomas at 2:31 P.M.

(2) Introductions

Members present: Glenn County Program Manager, **Janelle Kelly**
Glenn County Transportation Commissioner, **Bruce Roundy**

Members Absent: Dudley Burrows, Northern Valley Indian Health
Vicki Shively, Northern Valley Indian Health
Carol Parker, North Valley Services, Senior Assistance
Tom Waggoner, Senior Mental Health Counselor, Glenn County
Joie Owen, GCOE Family Services Division Manager,

Staff present: Planning Manager, Mardy Thomas
Clerk, Ashlee Veneman

(3) Action Items:

- A. Recommendation to Glenn County Transportation Commission on definitions for Unmet Transit Needs for fiscal year 2022/2023.

Planning Manager, Mardy Thomas, reviewed the proposed 2022/2023 unmet transit needs definition for the Council, and invited comments and any suggested edits to said definitions.

Program Manager, Janelle Kelly, stated she has not heard any new suggestions for unmet needs in the last year and does not have any suggestions for edits to the definitions.

It was the consensus of the council to submit the definitions as presented to the Glenn County Transportation at their next regular meeting.

(4) New Business

A. None

(5) Adjournment of Meeting-

There being no further business or comments, the meeting was adjourned at 2:40 p.m.

Unmet Transit Needs Public Comment

GCTC receives public comments on unmet transit needs and refers the comments to the SSTAC. The primary purpose of the SSTAC is to review the Unmet Transit Needs comments.



SSTAC Review of Public Comments Received

SSTAC compares public comments to the definitions of "unmet transit need" and needs "reasonable to meet". Due to limited resources, the SSTAC prioritizes needs to serve county residents if they meet the adopted criteria.



SSTAC Recommendation

The SSTAC provides input and makes a recommendation to the GCTC.



GCTC Adoption of Findings

GCTC considers the recommendation of the SSTAC prior to adopting an annual Unmet Transit Needs finding. GCTC adopts one of three findings: 1) There are no unmet transit needs; 2) There are no unmet transit needs that are reasonable to meet; 3) There are unmet transit needs, including needs that are reasonable to meet.



Feasibility Study

If finding #3 is adopted, then a feasibility study is conducted to determine how the need could be reasonably met.

**I. UNMET TRANSIT NEEDS
2023-2024**

For the purposes of allocating Transportation Development Act funds, an "Unmet Transit Need" is hereby recognized by the Glenn County Transportation Commission (GCTC) if any one or combination of the following criteria is found to exist:

1. Transportation needs identified by the GCTC which are desirable, but have not yet been implemented or addressed.
2. Transportation needs identified by the GCTC which have significant support, but have not yet been implemented or addressed.
3. Transportation needs identified through the public hearing process, whether delivered in writing or public testimony.
4. Those transit needs which, through transit needs studies or other methods approved by the Commission, are included by the Commission in the Regional Transportation Plan for Glenn County and have been designated a high need to be implemented or funded.

The above criteria for determining "Unmet Transit Needs" is further supplemented by the following guidelines:

1. A population group must have been defined and located which, by reason of age, physical or mental impairment, economic disadvantage, or a combination of these, has no reliable or accessible transportation for necessary trips. The size and location of the group must be such that the feasibility of providing service shall meet the criteria as defined as reasonable to meet.
2. Transit needs are to be determined in light of the following definition of "Necessary trips":
 - A. A trip destination that provides a necessity of life, and presence of a physical or financial obstacle between the individual and the necessary designation, which the individual is unable to overcome. Necessary trip purposes may be defined as follows:
 - a) to obtain or maintain employment;
 - b) to obtain non-emergency medical and/or dental care;
 - c) shopping for necessities of life;
 - d) to obtain social services such as health care, government funded nutrition programs, sheltered workshops teaching employable skills, County welfare programs, and education programs for physically and/or mentally handicapped individuals;
 - e) to obtain education; and

f) for the maintenance of life, health, physical and mental well-being.

3. Unmet transit needs specifically exclude:

- A. Trips for social events, recreational, or religious purposes are not considered as necessary. It shall be the policy of the GCTC, however, to serve these desires if they can be served concurrently within the limits of other defined "transit needs".
- B. Individuals requiring the assistance of a medical attendant (in addition to the vehicle driver) are not considered as needing a transportation service and shall be deemed to be more properly served by a medical emergency vehicle.
- C. Trips of less than one mile in length made by individuals who are not elderly or disabled are not considered as "transit needs". An able-bodied person can walk this distance in a reasonable amount of time without undue physical strain. Provisions for the elderly and disabled are made through the existing dial-a-ride/paratransit system.
- D. Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes.
- E. Improvements funded or scheduled for implementation in the following fiscal year.
- F. Future transportation needs.
- G. Trips that would duplicate transportation services to the general public.

II. REASONABLE TO MEET 2023/2024

An "Unmet Transit Need" identified under the above criteria and guidelines, as it pertains to the allocation of Transportation Development Act funds, may be found "Reasonable to Meet" only if the following conditions and standards of performance prevail:

Cost Effectiveness: 1) The new, expanded or revised transit service would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act Funds. 2) The new expanded or revised transit service would allow the responsible operator or service claimant to meet minimum state subsidy fare box and revenue ratios.

Community Acceptance: A significant level of support exists for the public subsidy of transit service designed to address the unmet transit need in Glenn County including, but not limited to, support from public groups and community meetings reflecting a public commitment to public transit.

Equity: The new, expanded or revised transit service is needed by, and will benefit, either the general public or the elderly and disabled population as a whole. Transit service cannot be provided for a specific subset of these groups.

Operational Feasibility: The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.

Financial Feasibility: 1) Supporting data indicates a sufficient ridership potential exists for the new, expanded or revised transit service. 2) Potential providers are available to implement the service.

ADA Conformity: The new, expanded, or revised transit service, conforming to the requirements of the American with Disabilities Act, will not impose an undue financial burden on the transit operator or claimant if complementary paratransit services are subsequently required.

System Impact: The new, expanded, or revised transit service will not result in a negative impact on the overall system's measures of efficiency and effectiveness, such as average passenger load per hour, average cost per passenger per hour, passengers per mile, cost per mile, and cost per hour.

Impact Limits: 1) Transit services designed or intended to address an unmet transit need shall, in all cases, provide coordination efforts with transit services currently provided, either publicly or privately, and transit services shall not duplicate services currently or hereafter provided either publicly or privately. 2) No transit need shall be determined reasonable to meet until it has been reviewed and evaluated to the satisfaction of and obtained subsequent approval from the Glenn County Transportation Commission.