



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



Doug Wilson
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Doug Wilson, Executive Director

DATE: June 20, 2012

SUBJECT: Unmet Transit Needs Findings - Recommendations

Recommended Action

Your Commission is being asked to a) adopt Unmet Transit Needs Findings as presented by staff and b) approve Resolution No. 2012-03 regarding unmet transit needs.

Unmet Transit Needs Findings

I have reviewed the information presented at the February 24, 2012 Social Services Transit Advisory Council meeting and the April 18, 2012 and May 16, 2012 Unmet Transit Needs Hearings. Finally, in order to evaluate the items presented, I have reviewed the definitions of "Unmet Transit Need" and "Reasonable to Meet." The definitions for the mentioned items were adopted by the ICLTC on May 23, 1995 and are as follows:

An Unmet Transit Need exists if an individual or individuals of any age or physical condition are unable to transport themselves from one location to another. An Unmet Transit Need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded.

A documented Unmet Transit Need is reasonable to meet if:

A service can be provided which meets a minimum farebox ratio of 10% of operating costs; and

- a) It is transit service for essential intra-county purposes which are defined as medical or dental services, shopping, employment, personal business, or social service appointments; or,
- b) It is a transit service for essential inter-county purposes which are defined as medical or dental services or social service appointments not available in this county or the out-of-county destination is the closest location where the services are available to the origin of the trip; and,

The origin and/or destination of the trip is within two miles of the established area of operation or cohesive community.

20012/2013 Unmet Needs Hearing Context

The Inyo County Local Transportation Commission will not allocate TDA funds to local streets and roads in the 2012/2013 year. All TDA funds will be allocated to public transit and TDA eligible set-asides (2% to bicycle and pedestrian facilities, 5% for administration, and 5% for community transit services).

Since the Eastern Sierra Transit Authority (ESTA) is not receiving additional TDA funds, ESTA will not be able to respond to unmet transit needs that will require additional funding. It is because of these circumstances that the findings below recommend that ESTA should (not shall) investigate serving those unmet transit needs that are reasonable to meet.

Below is a synopsis of comments received and an evaluation of whether these comments meet the definition of *unmet transit need* and *reasonable to meet*.

Testimony Presented at the Social Services Transit Advisory Council Meeting February 24, 2012 Bishop, California			
Name	Need	Unmet Transit Need that is Reasonable to Meet	Next Step
Jane McDonald, IMACA Survey Results (1)	Fare cost is too high for low income populations. It costs \$4.80 in bus fares to go to a \$2.00 meal.	This does not meet the definition of an unmet transit need or reasonable to meet. In the past, ESTA offered an unlimited daytime pass, though it was not popular and was discontinued after only 15 daytime passes were purchased in one year. ESTA is encouraged to re-examine how it calculated multiple ride fares within the Bishop area.	ESTA is requested to give a report to the Inyo County LTC during the 2012-2013 year further exploring this topic.
Jane McDonald, IMACA (2)	Return transportation from Cerro Coso Community College after night classes is needed.	This issue has been raised in the past two unmet transit needs hearings process. Cerro Coso staff has provided additional information indicating they believe that there would be 15-20 potential users of this service who would be taking an ESL class. Cerro Coso is willing to limit the ESL classes to two nights a week. In the past, ridership for evening classes starts well and then has fallen off.	ESTA is requested to give a report to the Inyo County LTC during the 2012-2013 year further exploring this topic..
Selma Calnan, (1)	Theme of Seamless Transit System of a spine intercity service with local circulator service and transfers to the spines' service. How does it look in 2012?	This is not technically an unmet transit need. ESTA's planning document is the Short Range Transit Plan (SRTP). A goal in the SRTP is to have multiple trips each day between Lancaster and Reno. ESTA has not been able to realize this goal. ESTA does work to merge their inter-regional route with local Dial-A-Ride services.	None needed.
Selma Calnan, (2)	Raising the service level bar for the tourist market will raise the service levels for the transit dependent market, do	This is not technically an unmet transit need. The answer to this question is yes. However, it should be noted that ESTA routes were generally developed in a way to provide human services transportation to transit dependent groups.	None needed.

	you agree?		
Selma Calnan, (3)	What can we do to improve the local circulator service?	This is not technically an unmet transit need. ESTA provided fixed route in the Bishop area for several years. However, the spread out nature of the population centers made it difficult to provide an efficient service. The fixed route service did not meet basic farebox requirements. The checkpoint Dial-A-Ride service fills this void and operates more efficiently than did the fixed route service.	None needed.
Beth Himelhoch, IMAH (1)	The earlier schedule for the Bishop to Mammoth Lakes ESTA bus does not work for IMAH.	This is a scheduling issue and not an unmet transit need. ESTA is encouraged to coordinate with IMAH.	ESTA is requested to give a report to the Inyo County LTC during the 2012-2013 year further exploring this topic.

**Testimony Presented at the Unmet Transit Needs Hearing
April 18, 2012
Lone Pine, California**

Name	Need	Unmet Transit Need that is Reasonable to Meet	Next Step
Roger Rasche	There is an unmet transit need for transportation to Loma Linda Hospital and to Bakersfield for specialized medical appointments. It would be ideal if all the local churches could join together to provide this service	This is an unmet transit need, however it is a need that does not meet the definition of being reasonable to meet. It should be noticed that there it is possible to get public transit to each location, though a round trip would take several days.	None needed.

**Testimony Presented at the Unmet Transit Needs Workshop
May 16, 2012
Bishop, California**

Name	Need	Analysis	Next Step
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Selma Calnan, United Methodist Church (1)	Fare cost is too high for low income populations. It costs \$4.80 in bus fares to go to a \$2.00 meal.	This does not meet the definition of an unmet transit need or reasonable to meet. In the past, ESTA offered an unlimited daytime pass, though it was not popular and was discontinued after only 15 daytime passes were purchased in one year. ESTA is encouraged to re-examine how it calculated multiple ride fares within the Bishop area.	ESTA is requested to give a report to the Inyo County LTC during the 2012-2013 year further exploring this topic.
Selma Calnan (2)	There is an underserved area around Dwayne's Friendly Pharmacy and the Bishop Post Office.	This area is currently served by Eastern Sierra Transit. This is not an unmet transit need.	None needed
Selma Calnan (3)	There is an underserved area around Rite Aid and next to Highland Mobilehome Park.	This area is currently served by Eastern Sierra Transit. This is not an unmet transit need.	None needed
Selma Calnan (4)	She is concerned if ESTA provides adequate services to the Hispanic community. Approximately 17% of the Bishop population is Hispanic.	This is technically not an unmet transit need. It is certainly a goal of ESTA. ESTA provides system-wide brochures in Spanish. Additionally, there is a Spanish language alternative on the ESTA phone tree.	None needed
Jane McDonald, IMACA (1)	Return transportation from Cerro Coso Community College after night classes is needed.	This issue has been raised in the past two unmet transit needs hearings process. Cerro Coso staff has provided additional information indicating they believe that there would be 15-20 potential users of this service who would be taking an ESL class. Cerro Coso is willing to limit the ESL classes to two nights a week. In the past, ridership for evening classes starts well and then has fallen off.	ESTA is requested to give a report to the Inyo County LTC during the 2012-2013 year further exploring this topic..

Findings

Based on the analysis above:

1. There are **no** new transit needs that satisfy the definition of an *unmet transit need* and *reasonable to meet*.

Recommendations

ESTA is encouraged to investigate the feasibility of providing evening service to Cerro Coso Community College and to re-examine how it allows for transfers within the Bishop Dial-a-Ride system.

attachments: -Resolution No. 2012-03