



INYO COUNTY LOCAL TRANSPORTATION COMMISSION



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Clint Quilter
Executive Director

TO: Inyo County Local Transportation Commission

FROM: Courtney Smith, Transportation Planner

DATE: June 17, 2015

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. 2015-06 regarding unmet transit needs.

Unmet Transit Needs Findings

I have reviewed the information presented at the February 26, 2014 Social Services Transit Advisory Council meeting and the April 16, 2014 and May 21, 2014 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 in 1995 and amended in 2007 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.

20015/2016 Unmet Needs Hearing Context

The Inyo County Local Transportation Commission will not allocate TDA funds to local streets and roads in the 2015/2016 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). Further, TDA revenues have significantly declined since FY 2012-2013.

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 23, 2015 Bishop, California			
Name	Need	Unmet Transit Need that is Reasonable to Meet	Next Step
Beth Himelhoch	There is a need for bus service between Lone Pine and Bishop on weekends	This is more of a scheduling issue and not technically an unmet transit need. The numbers are unclear if this would be reasonable to meet.	The primary focus of area transit is to provide access to basic services. This service would be more for church. ESTA is encouraged to look for grant funding to provide this service.
Beth Himelhoch	There is a need for additional mid-day service between Bishop & Mammoth Lakes	This is more of a scheduling issue and not technically an unmet transit need. The numbers are unclear if this would be reasonable to meet.	ESTA is encouraged to monitor the need for this service.
Joan Statham/ Ellen Landaker	There is a need for Bishop Dial A Ride service on weekends	This is more of a scheduling issue and not technically an unmet transit need. The numbers are unclear if this would be reasonable to meet.	The primary focus of area transit is to provide access to basic services. This service would be more for church. ESTA is encouraged to look for grant funding to provide this service.
Joan Statham / Marilyn Mann	There is a need for Bishop Dial A Ride service Monday through Thursday evening	This is more of a scheduling issue and not technically an unmet transit need. The numbers are unclear if this would be reasonable to meet.	Many services only offered in evenings. AA meetings, parenting meetings, anger management classes where participants may need evening transit. Having the later bus service would help to make it easier for individuals in need of these services.
Denise Hayden	Various Northern Inyo Hospital needs (see April meeting)	These needs qualify as an unmet transit need, but regularity of needs is not reasonable to meet	ESTA/Caltrans/IMAH/LTC staff will meet with NIH staff to review FTA Section 5310 options

**Testimony Presented at the Unmet Transit Needs Hearing
April 15, 2014
Independence, California**

Name	Need	Unmet Transit Need that is Reasonable to Meet	Next Step
<p>Dan David, Northern Inyo Hospital</p>	<p>Various needs for transport from Northern Inyo Hospital (NIH). These include:</p> <ul style="list-style-type: none"> -Transportation between NIH and the Sterling Heights development -Transportation between NIH and the Bishop Care Center -NIH patients from Benton, West Central Nevada (Fish Lake Valley & Tonopahy), Lone Pine have difficulty finding transportation back home after a hospital visit -Late night transportation for patients who are released from ER. <p>Dan didn't have actual numbers as to how often this happens but just last week he had five discharges to the Care Center. This does not appear to be big numbers but it is a very big issue when you need to move a patient.</p> <p>In order to get an ambulance ride you have to be medically bound to a bed or have difficulty walking, etc.</p>	<p>These needs qualify as an unmet transit need, but regularity of needs is not reasonable to meet</p>	<p>ESTA/Caltrans/IMAH/LTC staff will meet with NIH staff to review FTA Section 5310 options; some needs will be met by the use of the Non-Emergency Medical Transportation (NEMT) reimbursement program currently provided by ESTA.</p>

**Testimony Presented at the Unmet Transit Needs Hearing
May 20, 2015
Bishop, California**

Name	Need	Analysis	Next Step
There were no unmet transit needs presented at the May 20, 2015 unmet transit needs hearing.			

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*.

Attachments:

- Draft ICLTC Resolution No. 2015-06
- SSTAC February 23, 2015 meeting notes
- April 2015 LTC minutes regarding Unmet Transit Needs Hearing
- May 2015 LTC draft minutes regarding Unmet Transit Needs Hearing

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION 2015-06**

A RESOLUTION REGARDING UNMET TRANSIT NEEDS

WHEREAS, on February 23, 2015 the Social Services Transit Advisory Committee held a duly noticed meeting to receive testimony identifying or commenting on unmet transit needs that may exist in the County; and

WHEREAS, on April 15 and May 20, 2015, the Inyo County Local Transportation Commission (LTC) held duly noticed public hearings to receive testimony identifying or commenting on unmet transit needs that may exist in the County; and

WHEREAS, the LTC notified persons and organizations that it knows to have an interest in the subject of the hearings; and

WHEREAS, the LTC has also considered the following factors in its transportation planning process:

1. Identified the size and location of groups with potential transit dependence.
2. Evaluated the adequacy of existing transportation services.
3. Examined potential alternate transportation services and service improvements that would meet potential travel demands; and

WHEREAS, the LTC adopted its definition of "Unmet Transit Needs and "Reasonable to Meet" in 1995 and amended in 2007, which are:

"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. Documentation regarding the unmet need and the person's residential address must be provided in a letter addressed to the Executive Director of the Inyo County Local Transportation Commission or by testimony at a public hearing held for the purpose of determining unmet transit needs. An unmet transit need is, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan 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 a 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 services 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 operation or a cohesive community;
and

WHEREAS, the LTC has considered all available information, including that presented at the public hearings, all of which is contained in the ICLTC findings report dated June 17, 2015.

NOW, THEREFORE, BE IT RESOLVED that the ICLTC finds that through the 2015 unmet transit needs process, no new medical and social services needs raised meet the definition of being an *unmet transit need* and *reasonable to meet*.

BE IT FURTHER RESOLVED, that the ICLTC has determined that there will be no remaining Local Transportation Funds available to the City of Bishop and County of Inyo for local streets and roads.

Passed and adopted this 17th day of June, 2015, by the following vote:

Ayes:

Noes:

Abstains:

Absent:

Chairman, Inyo County Local Transportation Commission

Attest:

Clint Quilter, Executive Director