



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

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Executive Director

TO: Inyo County Local Transportation Commission

FROM: Courtney Smith, Transportation Planner

DATE: June 15, 2016

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. 2016-10 regarding unmet transit needs.

2016/2017 Unmet Transit Needs Hearing Context

The Inyo County Local Transportation Commission will not allocate TDA funds to local streets and roads in the 2016/2017 year. All TDA funds will be allocated to public transit and TDA eligible set-asides (for TDA administration, 2% to bicycle and pedestrian facilities, and 5% for community transit services). TDA revenues have plateaued over the last ten years. Therefore for Eastern Sierra Transit to provide a new service, they may need to cut or reduce an existing service. In many ways, the evaluation of unmet transit needs that are reasonable to meet is an exercise in logic and may no longer be the most relevant result from the unmet transit needs hearing process.

Despite the fact that none of the identified transit needs meet the definition of both an “unmet transit need” and “reasonable to meet,” this is a valuable process in that it lets the Commission, Eastern Sierra Transit, and the public know the strengths and weaknesses of the transit system. The dialogue at the SSTAC meeting and unmet transit needs hearing provides valuable information to transit entities of changing needs in the area. Eastern Sierra Transit has been effective at tweaking their services to meet area transit needs and identifying new sources of funding to provide other services.

Unmet Transit Needs Findings

I have reviewed the information presented at the February 25, 2016 Social Services Transit Advisory Council meeting and the April 20, 2016 and May 18, 2016 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.

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 25, 2016 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 not demonstrated that this would be reasonable to meet.	The primary focus of area transit is to provide access to basic services. There is a possibility that farebox could be met, especially during the summer when numerous PCT hikers seek transit. ESTA is encouraged to look for grant funding to provide this service.
Beth Himelhoch / Colleen McGuire	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 Stathem/ Colleen McGuire	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. ESTA is encouraged to look for grant funding to provide this service.

**Social Services Transit Advisory Council (SSTAC) Meeting
February 25, 2016
Bishop, California**

Name	Need	Unmet Transit Need that is Reasonable to Meet	Next Step
Joan Stathem / Colleen McGuire / Marilyn Mann	There is a need for Bishop Dial A Ride service Monday through Thursday both earlier in the morning and in the 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. ESTA is encouraged to pursue grant opportunities to provide this service.
Krista Cooper / Denise Hayden / Beth Himelhoch	Various Northern Inyo Hospital needs including increased demand from Lone Pine area	Some of these needs qualify as an unmet transit need, but regularity of needs is not reasonable to meet	ESTA/Caltrans/IMAH/LTC staff has met with NIH staff to review service options. NIH purchased a van to assist with transport
Krista Cooper	Need to extend Bishop Dial-A-Ride to Big Pine	This is not reasonable to meet because the service expansion requires a reach of more than two miles. This is a scheduling issue as some transit service already exists to Big Pine	ESTA is encouraged to seek ways to provide additional service to Big Pine.
Joan Stathem	It is not safe for a wheelchair transit user to get off at Joseph's Market in Bishop	This does not qualify as an unmet transit need.	ESTA is encouraged to work with wheelchair passengers and the City of Bishop to identify a safe unloading facility.
Joan Stathem	There is a need for additional Dial A Ride vehicles in Bishop on the weekends	This is a scheduling issue.	ESTA is encouraged to monitor the Bishop Dial A Ride service wait times during the week and on weekends.

**Testimony Presented at the Unmet Transit Needs Hearing
April 20, 2016
Independence, California**

Name	Need	Unmet Transit Need that is Reasonable to Meet Analysis	Next Step
No members of the public spoke during the April 20, 2016 Unmet Transit Needs hearing.			

**Testimony Presented at the Unmet Transit Needs Hearing
May 18, 2016
Bishop, California**

Name	Need	Unmet Transit Need that is Reasonable to Meet Analysis	Next Step
Joan Stathem	Later Bishop dial-a-ride Monday through Thursday (until 9:00pm). Needs the service to attend evening meetings	These needs qualify as an unmet transit need, but regularity of needs is not reasonable to meet	ESTA is encouraged to look for additional grant funds to meet this service need.
Joan Stathem	Later service on Sundays to attend to matters after church (until 3:00pm)	These needs qualify as an unmet transit need, but regularity of needs is not reasonable to meet	ESTA is encouraged to look for additional grant funds to meet this service need.

The SSTAC meeting and Unmet Transit Needs hearings were held in accordance with the Transportation Development Act and the Inyo County LTC Organization and Procedures Manual.

Findings

The following findings are made in the attached resolution based on the analysis above:

1. A meeting of the SSTAC was held on February 25, 2016.
2. Duly noticed Unmet Transit Needs Hearings were held on April 20, 2016 in Bishop and on May 18, 2016 in Independence.
3. There are **no** new transit needs that satisfy the definition of an *unmet transit need and reasonable to meet*.

Attachments:

- Draft ICLTC Resolution No. 2016-10
- SSTAC February 25, 2016 meeting notes
- April 2016 LTC minutes from Unmet Transit Needs Hearing
- May 2016 LTC draft minutes from Unmet Transit Needs Hearing