

UNMET TRANSIT NEEDS HEARING PROCESS

Section 99401.5 of the Transportation Development Act (TDA) and the Statutes and California Code of Regulations requires TAMC to make a finding on unmet transit needs prior to allocating Local Transportation Funds to any jurisdiction for street and road purposes or local planning purposes. Possible findings according to TDA law are:

1. there are no unmet transit needs,
2. there are no unmet transit needs that are reasonable to meet, or
3. there are unmet transit needs, including needs that are reasonable to meet.

If TAMC makes finding "3" above, all unmet transit needs that are reasonable to meet must be funded before approving allocations for street and road uses. The finding on unmet transit needs refers specifically to those jurisdictions that are claiming Local Transportation Funds (LTF) for street and road purposes. These jurisdictions include Monterey County, King City, Greenfield, Soledad, and Gonzales. Salinas and Monterey Peninsula Cities use 100% of their LTF to support public transit with no remainder available for streets and roads purposes, and thus the requirement for public hearings on unmet transit needs does not apply to Salinas and the Monterey Peninsula cities.

TRANSIT PERFORMANCE EVALUATION PROCESS

TAMC staff provides technical assistance to the smaller South County transit operators to assist them in developing regular reports that contain accurate system operational statistics and data. TAMC ensures the data being reported is based on consistent TDA (Transit Development Act) definitions for operating statistics such as revenue hours and revenue miles. TAMC staff develops annual reports of the three smaller transit system operations to provide year to year comparisons and year to year statistics.

Unmet Need Definitions Approved by Board

Agenda Item _____ Att. # _____

DEFINITIONS OF "UNMET TRANSIT NEED" AND "REASONABLE TO MEET"

Approved by the Technical Advisory Committee (TAC) on Nov 6, 2000

Approved by the Social Services Transportation Advisory Council (SSTAC) January 11, 2001

Approved by the Transportation Agency for Monterey County (TAMC) on March 23, 2001

CRITERIA FOR DETERMINING IF REQUEST IS AN UNMET TRANSIT NEED:

An "unmet transit need" is a transportation request that is not being met by the current public transit system, and meets criteria numbered 1 through 3 listed below.

1. The request has been identified as a deficiency at a public hearing, or at a meeting of the Social Services Transportation Advisory Council (SSTAC). YES____ NO____
2. Community support expressed through the public hearing process. YES____ NO____
3. Request represents a trip demand and proposed transit services do not duplicate transit services currently provided either publicly or privately. YES____ NO____

CRITERIA FOR DETERMINING IF AN UNMET TRANSIT NEED IS REASONABLE TO MEET:

An unmet transit need is "reasonable to meet" if it meets criteria numbered 4 through 9 listed below.

4. The proposed service shall be feasible to fund within the existing and projected limits of TDA funds available to the affected jurisdiction(s). YES____ NO____
5. An analysis has been made of the existing public transportation services and specialized transportation services, including privately and publicly provided services, and it has been determined that existing services do not meet this need. YES____ NO____
6. An analysis has been made of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of this request. YES____ NO____
7. Funding of this transportation request would not result in Local Transportation Funds (LTF) replacing federal and/or state revenues that presently fund this transportation request. YES____ NO____
8. The proposed service is projected to generate the farebox recovery ratio as required of the operator by the Transportation Development Act (TDA) in the urbanized areas of Monterey Peninsula and Salinas, 10% or more in the County unincorporated and South County Cities. YES____ NO____
9. Existing transit operators are capable of expanding their services; or establishment of a new service is logistically feasible without negatively impacting the current transit system. YES____ NO____