



UNMET TRANSIT NEEDS FY 2021-2022

*Final Analysis and Recommendations Report
September 2021*



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Summary

BACKGROUND

Each year, pursuant to the California Transportation Development Act (TDA), as the Regional Transportation Planning Agency (RTPA) for Madera County, Madera County Transportation Commission (MCTC) is responsible for the administration of the Transportation Development Act (TDA) funds. TDA funds, which are funded through ¼ percent of the statewide sales tax, are the primary funding source for most transit systems. The administration of TDA funds includes the annual unmet transit needs process, which has three key components: soliciting testimony on unmet transit needs; analyzing needs in accordance to adopted definitions of unmet transit need and reasonable to meet; and adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. These tasks are to be performed in consultation with the Social Service Transportation Advisory Council (SSTAC). At a minimum, the annual unmet transit needs finding process requires MCTC to conduct the following:

1. Establish or maintain a Social Services Transportation Advisory Council (SSTAC) to participate in the identification of unmet transit needs and determine whether those identified needs are reasonable to meet. The composition of the SSTAC is set forth in statute and consists of representatives of the following members:
 - a. One representative of potential transit users who is 60 years of age or older.
 - b. One representative of potential transit users who have a disability.
 - c. Two representatives of the local service providers for seniors, including one representative of a social service transportation provider if one exists.
 - d. Two representatives of local social service providers for those with disabilities, including one representative of a social service transportation provider, if one exists.
 - e. One representative of a local social service provider for persons of limited means.
 - f. Two representatives from the local consolidated transportation services agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
2. Coordinate with the SSTAC and MCTC Policy Board to determine definitions for both “unmet transit needs” and “reasonable to meet.”
3. Identify transit needs, which have been considered as part of the transportation planning process.
4. Hold at least one public hearing to receive public comments regarding unmet transit needs.
5. Meet with SSTAC members to identify potential unmet transit needs, and analyze those transit needs using the MCTC Policy Board’s adopted definitions of “unmet transit needs” and “reasonable to meet” (adopted definitions provided on Page 7 of this report). As part of the “reasonable to meet” determination, MCTC staff and the SSTAC must consider whether a transit operator can reasonably accommodate an unmet need and still maintain the required farebox ratio established under the TDA.
6. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The MCTC Policy Board makes one of the following three possible findings:
 - a. There are no unmet transit needs, or
 - b. There are no unmet transit needs that are reasonable to meet, or
 - c. There are unmet transit needs, including transit needs that are reasonable to meet.

If it is found that there are unmet transit needs that are reasonable to meet, those transit needs must be met before any TDA funds can be allocated for other purposes, such as streets and roads.

SUMMARY OF THE FINDINGS FOR THE FY 2021-2022 UNMET TRANSIT NEEDS ASSESSMENT

On July 21, 2021, the MCTC Policy Board adopted Resolution Number 2021-12, approving the findings of the FY 2020/21 unmet transit needs hearing:

Pursuant to Section 99401.5 of the California Public Utilities Code, MCTC, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

The MCTC has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- 1) are feasible;
- 2) have community acceptance;
- 3) serve a significant number of the population;
- 4) are economical;
- 5) and can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent.

The Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

The role of the Social Service Transportation Advisory Council (SSTAC) is to aid the MCTC Policy Board in its review of transit issues with emphasis on the annual identification of transit needs within Madera County. The establishment of the Madera County SSTAC is consistent with State Law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. The purpose of the SSTAC is to:

- A. Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- B. Review and recommend appropriate action by the MCTC for a jurisdiction which finds, by resolution, that:
 - (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 that are reasonable to meet.
- C. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

During the “Unmet Transit Needs” Public Hearing on Wednesday, April 21, 2021, the MCTC Policy Board opened the hearing to receive public testimony. The following staff evaluation was prepared in cooperation with the SSTAC. The Chairman of the SSTAC will submit that body’s findings to the Commission under separate correspondence.

NARRATIVE OF EVALUATION

City of Madera

There are no unmet transit needs that are reasonable to meet at this time in the City of Madera.

MCTC staff has reviewed and discussed testimony regarding the City of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet within the City of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit- dependent persons for which there is no other convenient means of transportation.

Testimony was received regarding an additional bus stop at Roosevelt and Olive across from Sierra Vista Elementary School. The City of Madera will evaluate this request. Dial-A-Ride service is available to provide service when there is no bus stop. Additionally, comments were received to add a bus shelter at two bus stop locations: (1) Sunrise between A and Vineyard, and (2) Olive and Martin near Planet Fitness for shade and protection from inclement weather. The City of Madera will evaluate this request and discuss with their Transit Advisory Board.

One-hour long wait times occasionally, and the need for routes to run more frequently, was expressed in one of the comments. The City of Madera notes that this situation arose due to the pandemic restrictions that limit the number of passengers that the bus can transport. There was also a request to have wastebaskets at bus stops in the City of Madera. The City of Madera reported that there are trashcans available at bus stops. However, depending on when this situation happened, the City of Madera notes that a couple of trashcans were stolen.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be performed. Additionally, a need to expand rate assistance programs to provide free rides was expressed. Madera Metro offered free rides due to the pandemic and that status is still active. This comment was directed to all agencies.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and the County of Madera will seek to coordinate how to best approach this comment. The City of Madera will be reviewing the possibility of developing an advertisement.

City of Chowchilla

There are no unmet transit needs in the City of Chowchilla.

County of Madera

There are no unmet transit needs that are reasonable to meet at this time in the County of Madera.

MCTC staff has reviewed and discussed testimony regarding the County of Madera’s transit services with the Social Service Transportation Advisory Council (SSTAC). The recommendation from MCTC staff and the SSTAC is that there are no unmet transit needs that are reasonable to meet at this time in the County of Madera. The recommendation is based upon the definition of an unmet transit need, which includes any essential trip requests by transit- dependent persons for which there is no other convenient means of transportation.

Testimony was received for infrastructure improvements: 1) Street lighting in the communities of La Vina and

Fairmead to ensure transit users' first and last miles are safely lit. 2) Repavement and clean mobility infrastructure, such as sidewalks, crosswalks, and street lighting to facilitate their first and last miles, and thus, their use of public transit in unincorporated communities. Examples of this: sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Road 26 in Madera Acres, Road 29 in Parksdale, and Valerie Avenue in Madera Acres. The recommendation was to share this information with the appropriate agency for their knowledge.

Testimony was received for YARTS to operate year-round to connect Coarsegold to Oakhurst and Fresno. The Council discussed that YARTS is a seasonal service. However, the Madera County Connection does provide service that offers this connectivity.

Testimony was received to increase routes between La Vina and the City of Madera. The County reports that additional runs were added to this destination during the 2020-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six-month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

The need for the County of Madera, Fresno EOC, and Madera County Public Works to continue working towards installation of a second bus stop in Fairmead and that MCTC direct the agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track was submitted as part of the comments. The County of Madera reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to obtain this information has not yet been completed. The County of Madera is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies' work.

Testimony was also received for more on-time schedules and to not be skipped by Dial-A-Ride. This is, however, an operational issue. On-time performance evaluation will be performed. Additionally, a need to expand fare assistance programs to provide free rides was expressed. The County of Madera will be looking into offering a free-ride campaign.

Testimony for the need of electronic bus signs on buses and at bus stops was also received. This is an operational and marketing issue. The City of Madera and County of Madera will seek to coordinate over how to best approach this comment. The County of Madera posts information on routes on their website.

RECOMMENDATION

The MCTC staff and SSTAC considered the hearing testimony and recommend the Commission find the following:

- 1. That the Madera County Transportation Commission finds that there are no unmet transit needs in FY 21/22 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.**

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children's Hospital Central California where a connection can

be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

Unmet Transit Needs Process

TRANSPORTATION DEVELOPMENT ACT REQUIREMENTS

Unmet transit needs became an annual focus of transportation planning agencies in 1978, when the Transportation Development Act (TDA) was changed to require a specific transit finding that there are no unmet transit needs that are reasonable to meet before local TDA funds could be allocated for other non- transit purposes.

The following outlines MCTC's currently adopted unmet transit needs assessment process, pursuant to the requirements established in the TDA:

Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, or any allocation for purposes of subdivision (f) of Section 99400, MCTC must annually do all of the following:

- (a) Consult with the social services transportation advisory council established pursuant to Section 99238.
- (b) Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 1. An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.
 2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement the plan prepared pursuant to Section 12143(c)(7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
 3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
 4. An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt

by the transportation planning agency of a request of an interested party identifying a potential need.

- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency’s determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.
- (d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (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. The resolution shall include information developed pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- (e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- (f) The transportation planning agency shall not allocate funds for purposes of subdivision (f) of Section 99400 until all of the capital and operating funds necessary to meet unmet transit needs that are reasonable to meet are allocated. The transportation planning agency shall not reduce funding to existing public transportation services, specialized transportation services, or facilities for the exclusive use of pedestrians and bicycles in order to allocate funds for purposes of subdivision (f) of Section 99400. The transportation planning agency shall not allocate funds under subdivision (f) of Section 99400 if the allocation replaces other federal, state, or local funds used to fund commuter vanpools by a county, city, transportation planning agency, or transit district.

DEFINITION OF “UNMET TRANSIT NEED” AND “REASONABLE TO MEET”

The MCTC Policy Board previously adopted definitions of “unmet transit needs” and “reasonable to meet” as follows:

Unmet Transit Needs:

The Madera County Transportation Commission has determined that its definition of the term “**unmet transit needs**” includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term “**reasonable to meet**” shall apply to all related public or specialized transportation services that:

- (A) are feasible;
- (B) have community acceptance;
- (C) serve a significant number of the population;
- (D) are economical; and
- (E) can demonstrate cost effectiveness by having a ratio of fare revenues to operating cost at least equal to 10 percent

The Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

As previously identified, TDA regulations require MCTC to annually consult with the Social Services Transportation Advisory Council (SSTAC) to identify the region’s transit needs prior to making any allocation of TDA funds not directly related to public transportation services or facilities provided for the exclusive use of pedestrians and bicycles. Pursuant to the TDA, Section 99238(c)1-3 of the Public Utilities Code specifically identifies the SSTAC’s responsibilities:

(c) The social service transportation advisory council shall have the following responsibilities:

1. Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In accordance with the TDA requirements, MCTC works the SSTAC to identify and analyze any potential unmet transit need against the MCTC Policy Board’s adopted definitions of “unmet transit need” and “reasonable to meet”.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEMBERS FY 2021-2022

Table 1: SSTAC Members FY 2021-2022

CATEGORY	APPOINTMENT	GEOGRAPHIC/ AGENCY REPRESENTATION	TERM EXPIRES
Potential Transit User 60 Years or Older*	Fern Facchino	City of Madera, Community Member	June 2024
Representatives of the Local Social Service Providers for Seniors**	Michelle Herrera	Madera County Social Services Department	July 2024
Representatives of the Local Social Service Providers for Seniors**	Vacant		
Potential Transit User 60 Years or Older*	Frank Simonis	Community Member	May 2024
Representatives of the Local Social Service Providers for Disabled**	Alycia Falley	Department of Social Services	July 2024
Representatives of the Local Social Service Providers for Disabled**	Annie Self	Madera Area Express Manager	June 2024
Representatives of a Local Social Service Provider for Persons of Limited Means*	Anabel Miranda	Madera County Workforce Corporation	June 2023
Representatives of Local Transit Agency**	Rosalind Esqueda	Madera County Connection	June 2022
Representatives of Local Transit Agency**	Ellen Moy	Madera County	June 2022

Metropolitan Planning Organization Staff	Evelyn Espinosa	Madera County Transportation Comm.
Metropolitan Planning Organization Staff	Dylan Stone	Madera County Transportation Comm.
Notes:		
* Minimum of one		
** Minimum of two		

Existing Conditions

Pursuant to California Public Utilities Code Section 99401.5, the following sections briefly provide an analysis of Sections 1-4 of the TDA’s unmet transit needs assessment process.

SIZE AND LOCATION OF GROUPS LIKELY TO BE DEPENDENT ON TRANSIT

As identified in a previous section of this report, during each year’s unmet transit needs assessment process, prior to making any allocation not directly related to public transportation services, MCTC must make an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, those with disabilities (including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the Federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means, including, but not limited to, recipients under the CalWORKS program. Utilizing available data from the 2015-2019 American Community Survey (ACS) Five-Year Estimates, the following sections identify the size and location of population groups likely to be transit dependent.

For the purposes of this assessment, transit-dependent population groups consist of the following classifications:

- Elderly – Individuals who are age 65 years or older;
- Disabled – Non-institutionalized, civilian members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities; and
- Persons of Limited Means – Individuals who are defined by the federal government as having an income below the poverty threshold

GENERAL POPULATION ESTIMATES FOR MADERA COUNTY

According to the 2015-2019 ACS Five-Year Estimates, Madera County’s current population is 155, 433 There are two incorporated cities in Madera County. As identified in Table 1, below, the City of Madera is the largest incorporated city in Madera County, accounting for 42% of the County’s total population. The City of Chowchilla is the second largest, accounting for 12% of Madera County’s total population. Madera County’s unincorporated community areas, which, combined, account for 46% of the County’s total population. Table 1 illustrates the current population breakdown of Madera County.

Table 2: 2019 Population in Madera County

JURISDICTION	POPULATION	PERCENT OF COUNTY
Ahwahnee	2,513	2%
Bonadelle Madera Ranchos	9,551	6%

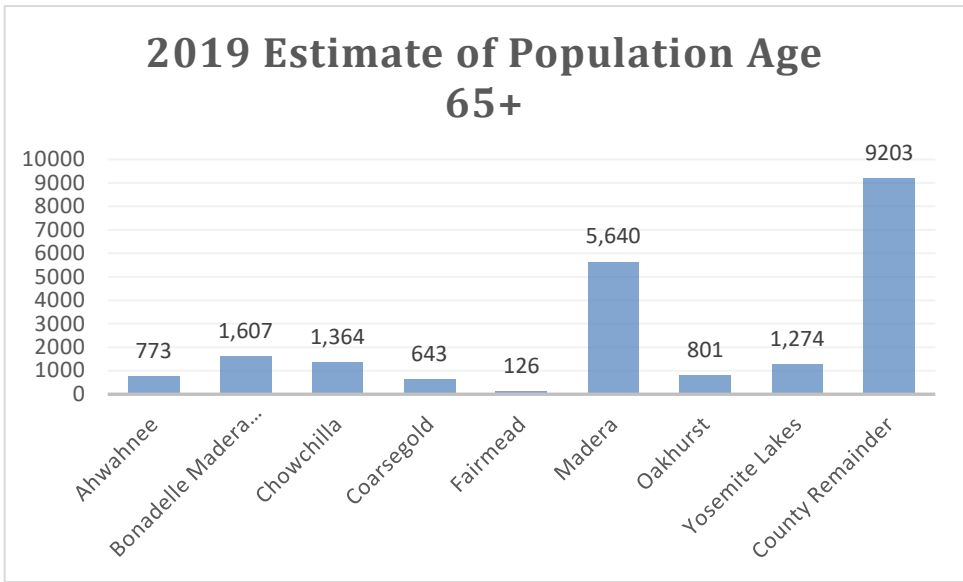
JURISDICTION	POPULATION	PERCENT OF COUNTY
Chowchilla	18,413	12%
Coarsegold	1,585	1%
Fairmead	1,105	1%
Madera	64,833	42%
Oakhurst	3,446	2%
Yosemite Lakes	5,524	4%
County Remainder	48,463	31%
TOTAL	155,433	100%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

ASSESSING TRANSIT DEPENDENCY BY AGE

As stated in the beginning of this section, the TDA identifies elderly populations to be potentially transit dependent. For the purposes of this section’s analysis, individuals considered to be elderly are 65 years of age or older. According to the 2015-2019 ACS Five-Year Estimates, 21,431 individuals in Madera County are identified as elderly, accounting for approximately 13.8% of the County’s total population. With 5,640 individuals, the City of Madera has the highest population of elderly individuals in the County, followed by the City of Chowchilla, with an elderly population of 1,364.

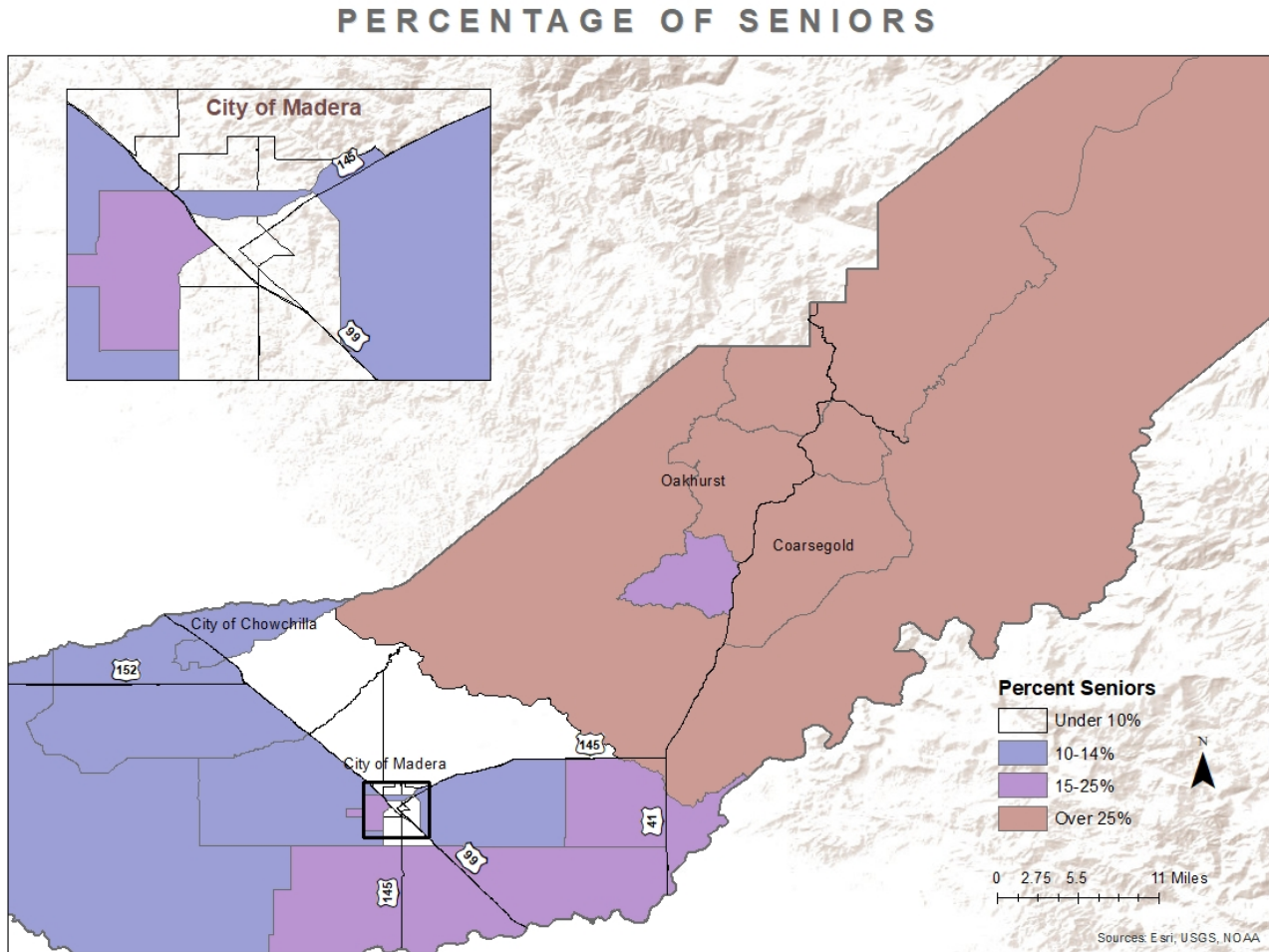
Figure 1: 2019 Estimate of Population 65+



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table B01001)

Figure 2, below, shows the geographic concentrations of the over 65 populations by census tract. The darker colors reflect a higher percentage of elderly population, while lighter colors identify a lower percentage.

Figure 2: Distribution of Populations Age 65 or Older by Census Tract



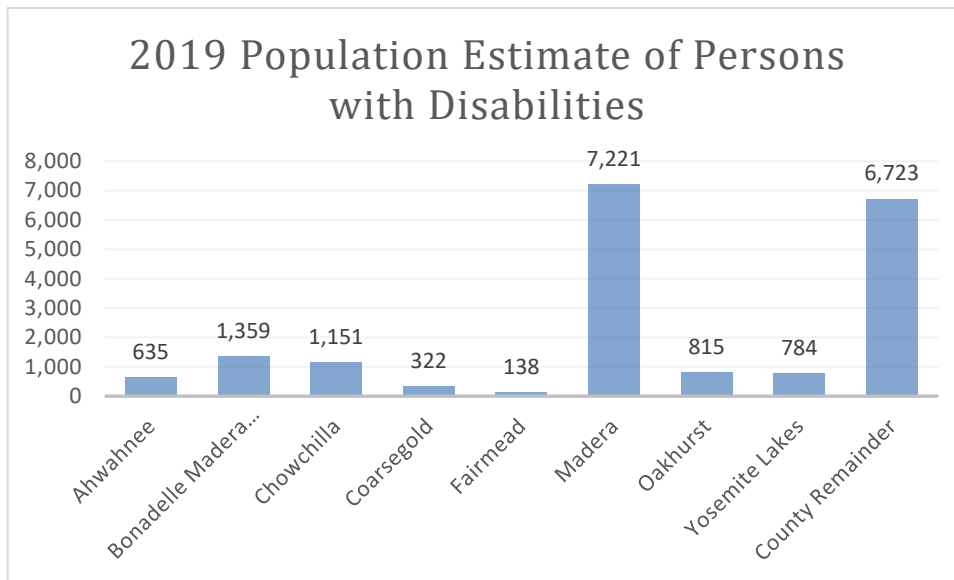
Source: U.S. Census Bureau, 2019 5-Year ACS (Table B01001)

As shown in Figure 2 above, based on overall population in each census tract, the most concentrated populations of people aged 65 years or older are in the eastern part of Madera County.

ASSESSING TRANSIT DEPENDENCY BY DISABILITY

According to the U.S. Census Bureau, respondents who report anyone of having the following six disability types, are considered to have a disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty. In the 2015-2019 ACS 5-Year Estimates, it was determined that approximately 12% of the total civilian noninstitutionalized population within Madera had a disability. Figure 3, below, provides a population breakdown of persons with disabilities by jurisdiction in Madera County.

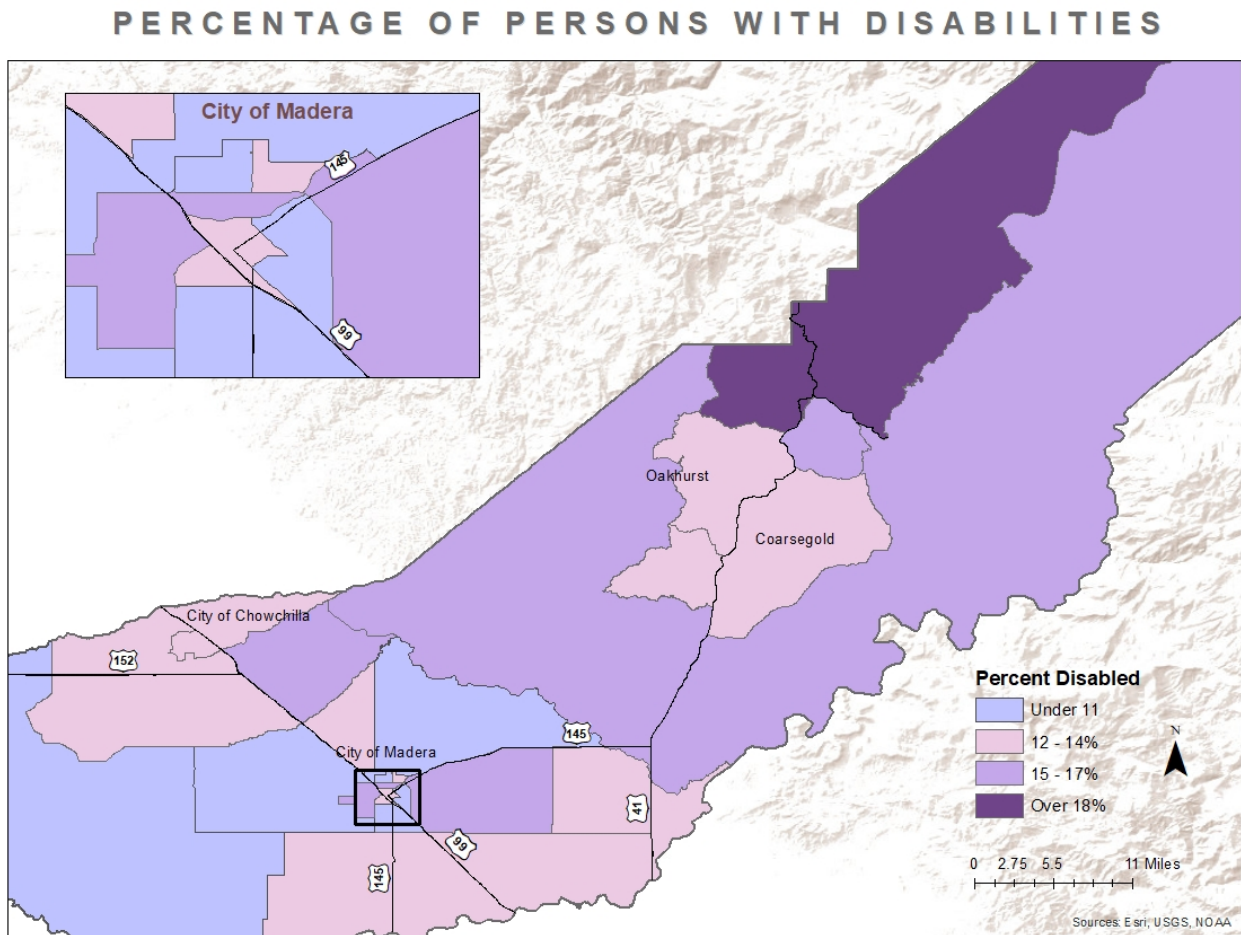
Figure 3: 2019 Population Estimate of Persons with Disabilities



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table S1810)

Using 2019 ACS data, Figure 4, on the following page, identifies the distribution of disabled populations over the age of 65 within Madera County by census tract. The lighter portions of the map designate a lower percentage of disabled people living in the census tract, while the darker portions of the map designate a higher percentage of disabled people living in the census tract.

Figure 4: Population Distribution of Persons with Disabilities by Census Tract



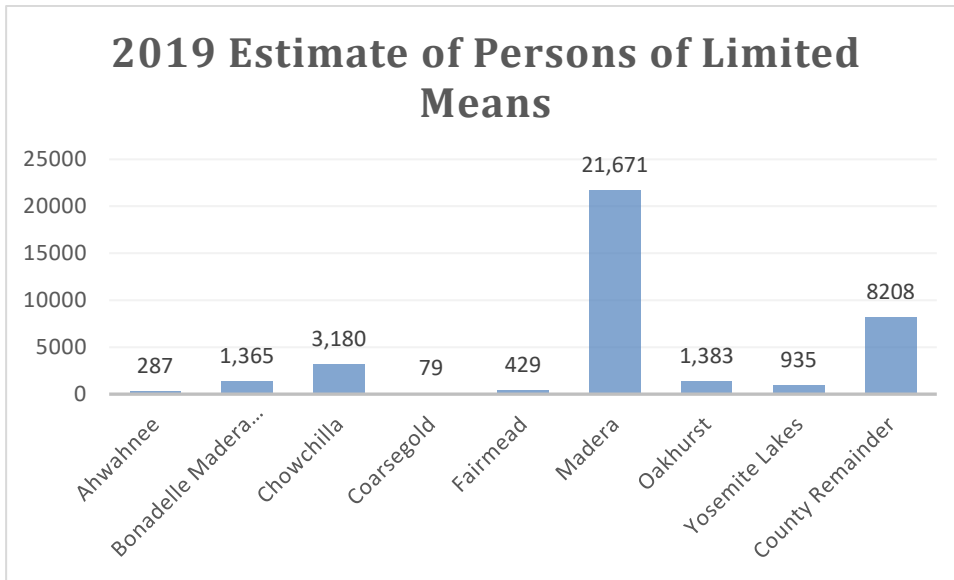
Source: U.S. Census Bureau, 2019 5-Year ACS (Table B01001)

As illustrated in Figure 4 above, there are higher percentages of persons with a disability located near the City of Madera, City of Chowchilla, Fairmead, and a portion of Eastern Madera County with lower percentages in the western part of the county as well as a portion of Eastern Madera County.

ASSESSING TRANSIT DEPENDENCY BY INCOME (PERSONS OF LIMITED MEANS)

The 2019 ACS provides an estimated breakdown of individuals in Madera County whose income was determined to be 100% below the federal poverty level (FPL). The ACS data estimates that as of 2019, 24% (37, 537) of Madera County's population were identified as persons of limited means. Madera and Chowchilla are the cities that have the largest populations of persons of limited means, accounting for 58% and 8.5% respectively, of the County's total population of this group. Figure 5, below, provides a further breakdown of the estimated population of persons of limited means living within Madera County.

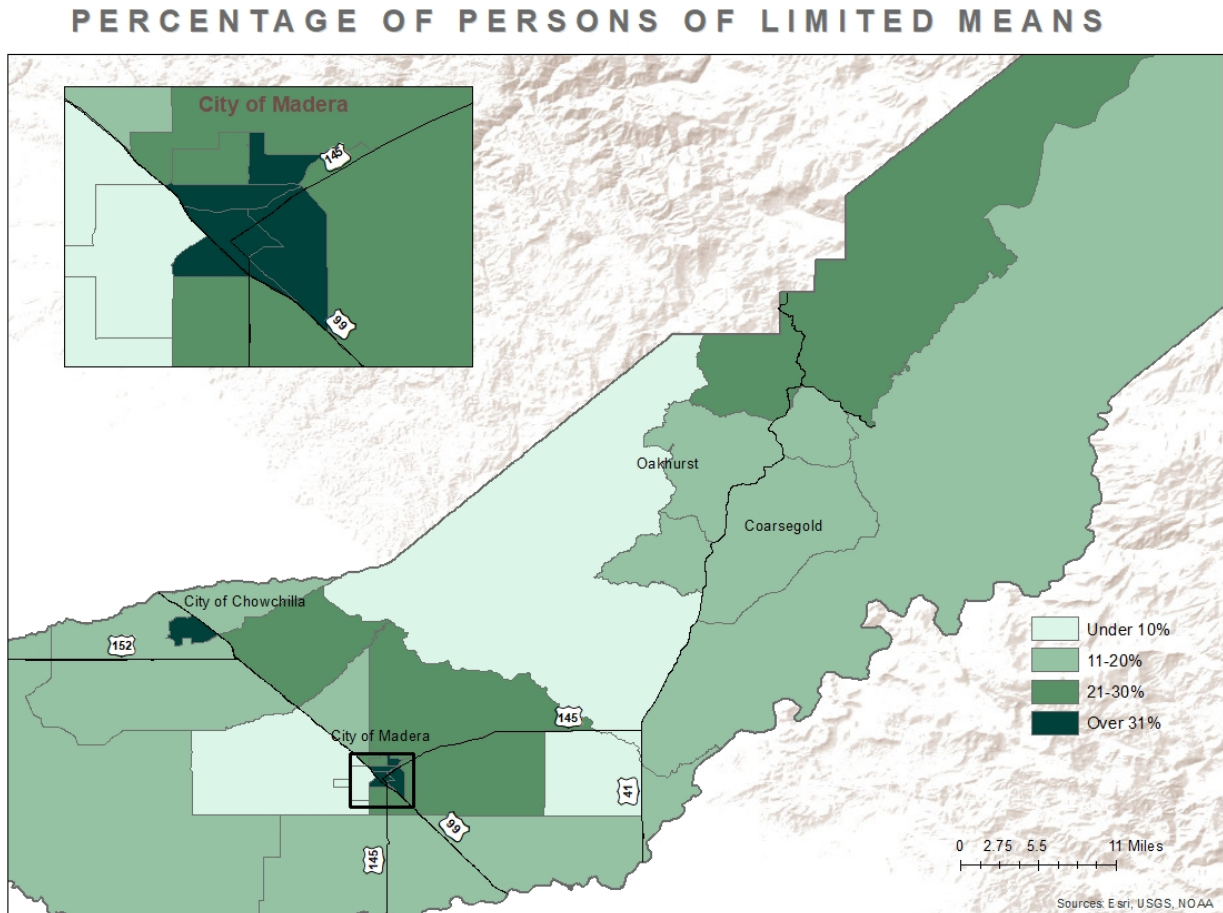
Figure 5: 2019 Estimate of Persons of Limited Means



Source: U.S. Census Bureau, 2015-2019 5-Year ACS (Table S1701)

The following map shows the concentration of persons living below poverty level by census tract. Darker colors reflect a higher percentage of people living in poverty, while lighter colors reflect a lower percentage.

Figure 6: Population Distribution of Persons of Limited Means by Census Tract



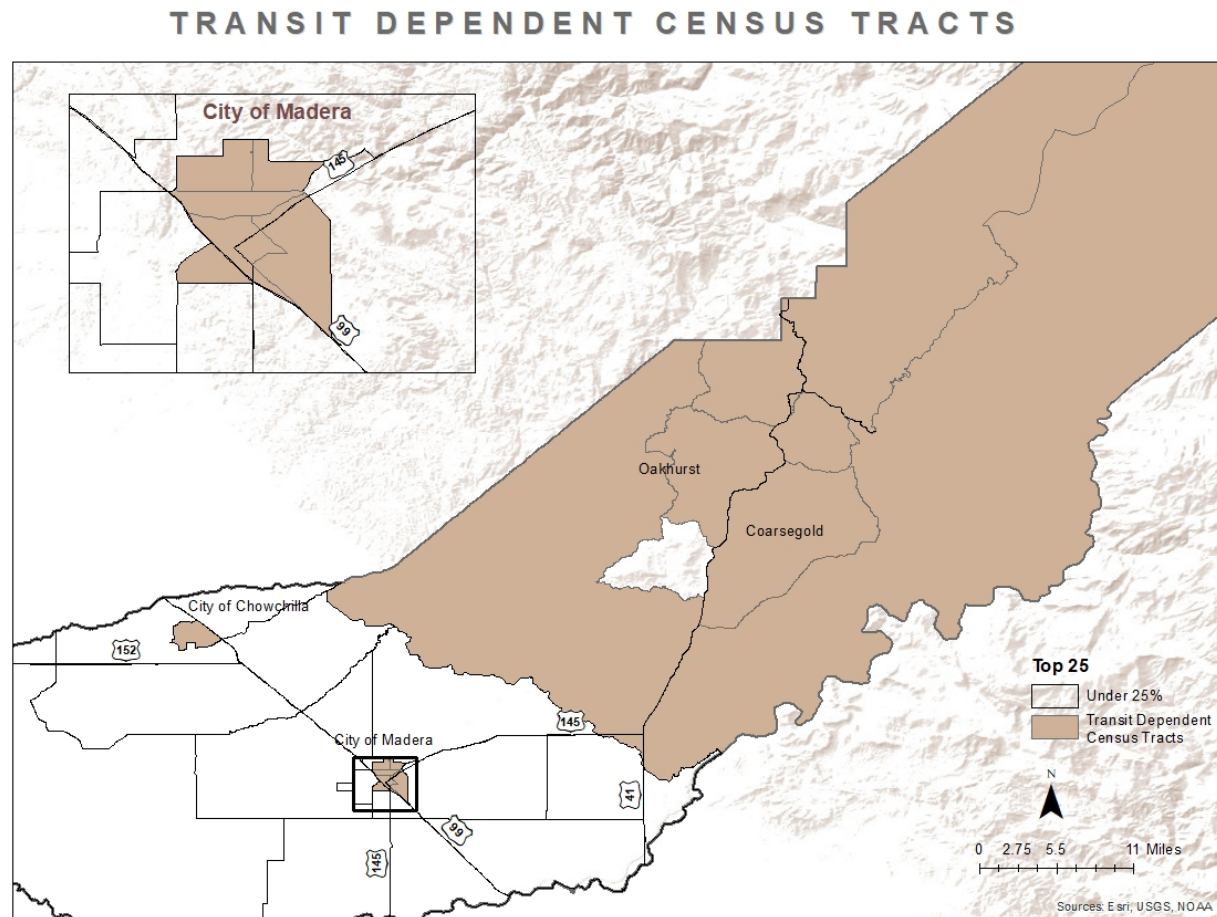
Source: U.S. Census Bureau, 2017 5-Year ACS (Table S1701)

As shown on the map above, the highest percentages of people living below the FPL are in the areas of Madera and Chowchilla. Public transit systems in these cities provide key transportation options to those who may not have an automobile due to their low income.

TRANSIT DEPENDENT CENSUS TRACTS

Figure 7 below identifies the census tracts that have a higher probability of having populations that are transit dependent. The census tracts with populations in the top 25 percent of each dataset (senior population, population of persons with a disability, and low-income population) were used to determine the areas that were more likely to have transit dependent populations.

Figure 7: Distribution of Most Transit Dependent Populations by Census Tract



The highest concentrations of potentially transit dependent persons are located within the urban areas of Madera and Chowchilla, and the rural Eastern Madera County.

MCTC will continue to update each year's assessment to include all current and relevant data pertaining to the size and location of transit dependent groups within Madera County.

Transportation Services in Madera County

CITY OF MADERA

The City of Madera and its environs are served by a number of public and private transportation providers. The City operates the Madera Metro fixed-route system and Dial-A-Ride, a general public demand-responsive system. Both

services are operated under contract with MV Transit. The fixed-route system is operated weekdays from 7:00 a.m. to 6:30 p.m. and Saturdays from 9:00 a.m. to 4:00 p.m. Service operated primarily within the City limits, as shown in Figure 9 . The system transports over 55,000 riders annually.

Dial-A-Ride is a general public system primarily serving the elderly and disabled. The service operated weekdays from 7:00 a.m. to 6:30 p.m., Saturdays from 9:00 a.m. to 4:00 p.m. and Sundays from 8:30 a.m. to 2:30 p.m. The system operates within the Madera urban area covering a five-mile radius from the downtown area, as depicted in Figure 10, and transports 4, 000 riders annually. The County of Madera contracts with the City of Madera to provide this transit service outside the Madera city limits.

Figure 8: Madera Metro Service Area Map

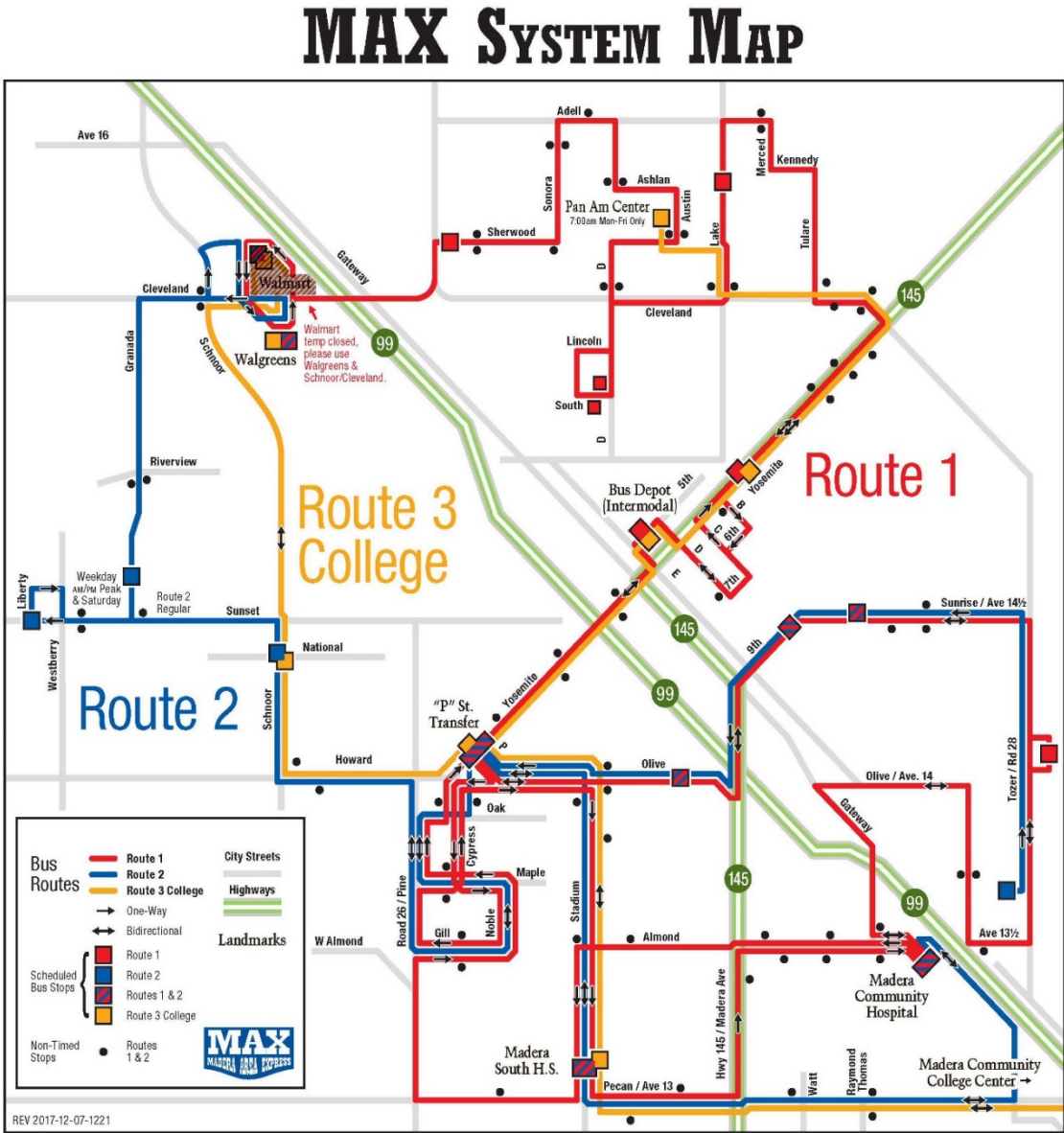
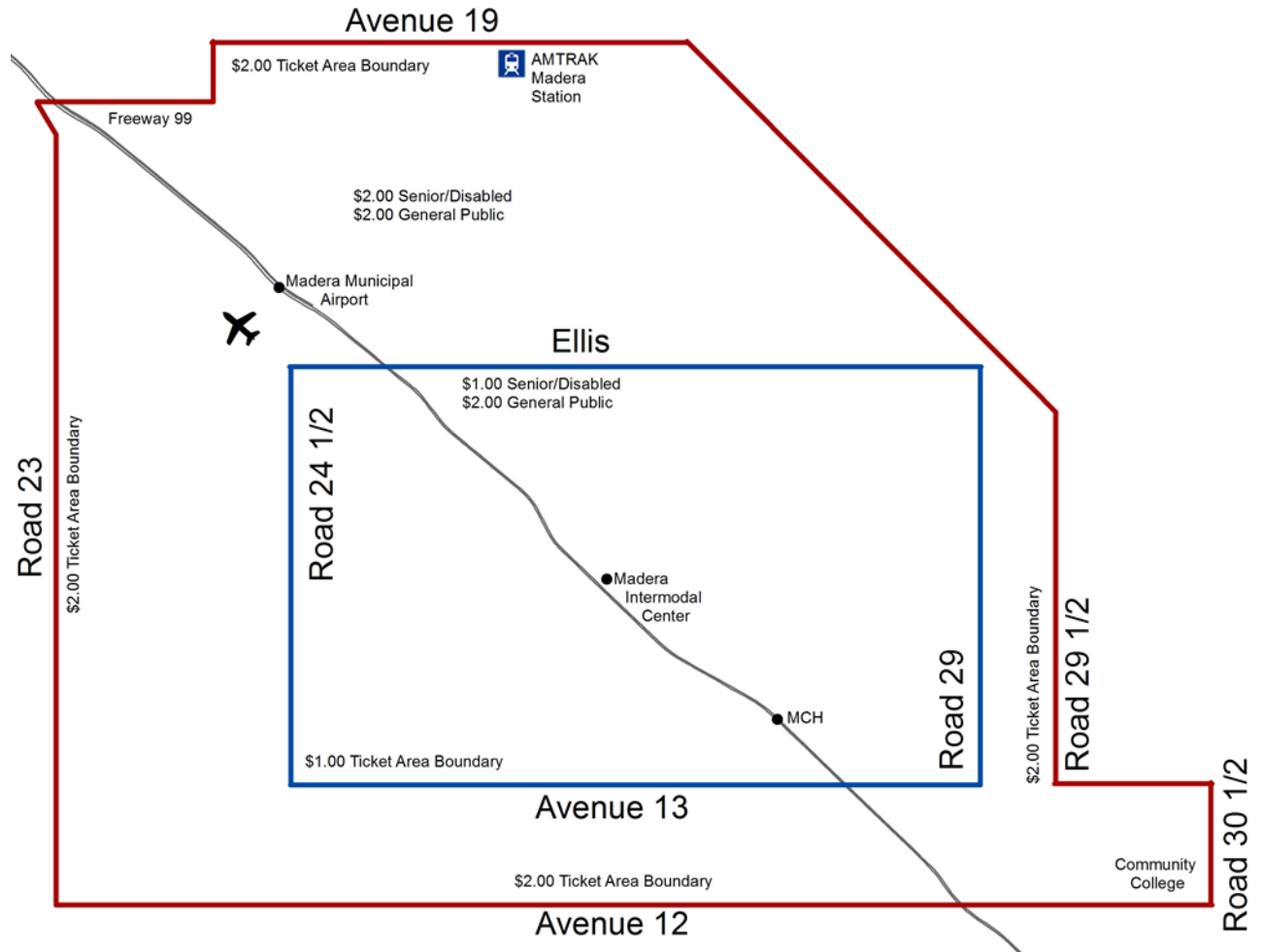


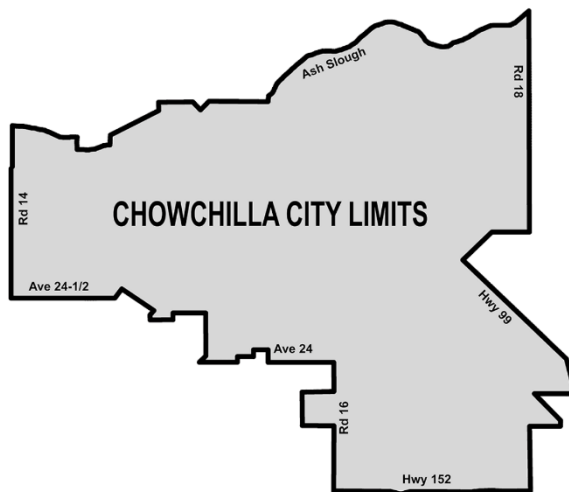
Figure 9: DAR Service Area Map



CITY OF CHOWCHILLA

The City of Chowchilla operate Chowchilla Area Transit Express (CATX), a general public, demand-responsive service. CATX service was initiated in 1995 and incorporated the senior bus program. Service is offered weekdays from 7:30 a.m. to 5:00 p.m. As shown in Figure 10, the CATX service area encompasses the City limits of Chowchilla.

Figure 10: CATX Service Area Map



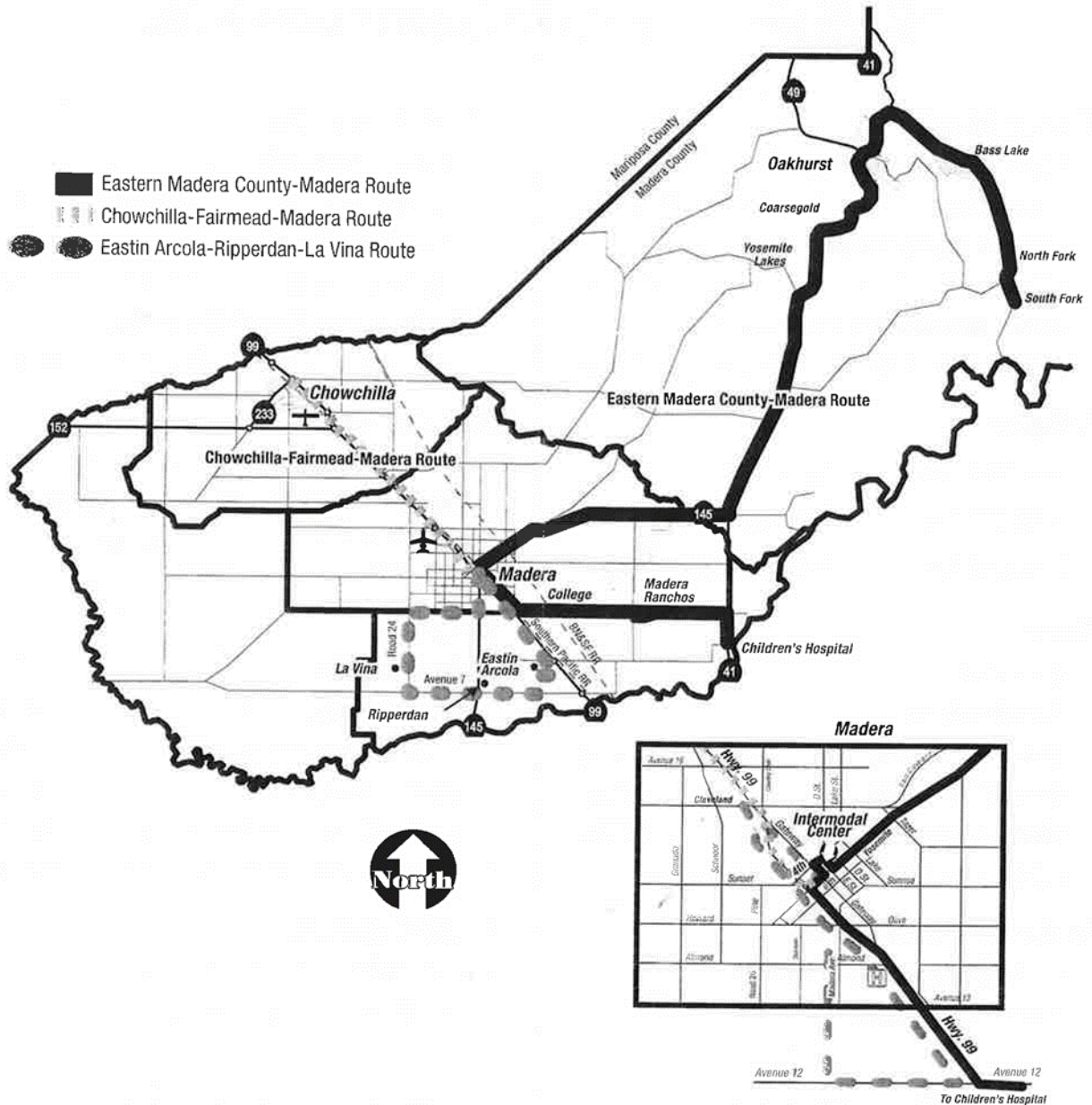
COUNTY OF MADERA

Madera County currently manages a general public, fixed-route system, a specialized senior transit service and a demand-response service, which is operated by Fresno Economic Opportunities Commission. The Madera County Connection (MCC) is an inter-city fixed-route bus service. The Eastern Madera County Senior Bus Program, an intra-community demand-response bus service, serves seniors and disabled residents and the Eastern Madera County Escort Program is an inter-city demand-response bus service.

As shown in Figure 11, MCC operates three fixed-routes. The Eastern Madera route serves the communities of North Fork, Oakhurst, and Coarsegold, extending to the Madera Ranchos and the Children’s Hospital of Central California via the City of Madera. The Chowchilla/Fairmead route provides service between the City of Madera, Fairmead, and the City of Chowchilla. The Eastin Arcola/Ripperdan/LaVina route provides service from the City of Madera to the communities of La Vina, Ripperdan, and Eastin Arcola every Wednesday and Friday. MCC operates weekdays from about 6:00 a.m. to 9:00 p.m. on the Eastern Madera County route and from 7:00 a.m. to 7:00 p.m. on the Chowchilla/Fairmead route. The Eastin Arcola/Ripperdan/La Vina route is schedule on Wednesday and Friday from 8:45 a.m. to 2:00 p.m. The County initiated additional runs on this route beginning July 2020. One was added in mid-morning departing the intermodal center at approximately 11:20am and one at 3:35pm. This program was discontinued after a six month period due to lack of ridership.

Figure 11: MCC Service Area Map

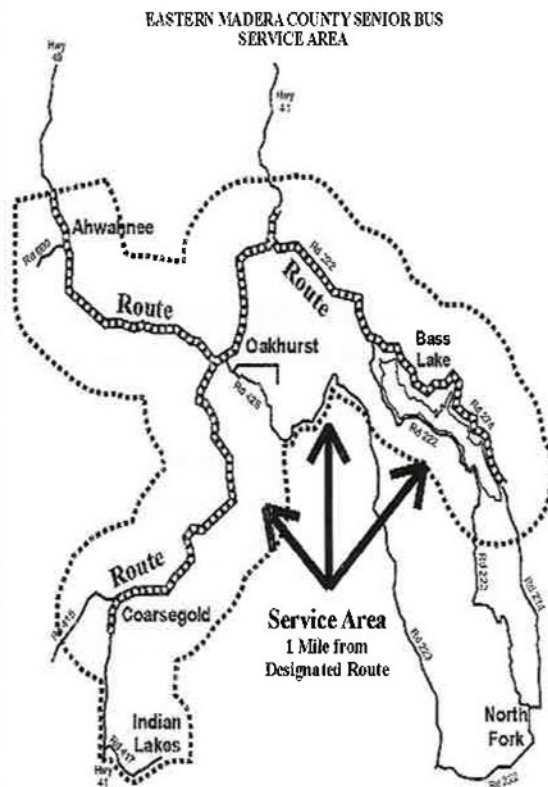
MADERA COUNTY CONNECTION SYSTEM MAP



The Eastern Madera County Senior Bus has been in operation since 1983. It is a demand-response service operating Monday through Friday (except holidays) from 9:00 a.m. to 4:00 p.m. This program serves Eastern Madera County seniors 60 years and older and disabled residents. As shown in Figure 12, the service area encompasses a large region, including Oakhurst, Bass Lake, Coarsegold, and Ahwahnee.

The Escort Program has been in operation since 1988 as a demand-response, general public transportation service. The system provides medical-related appointments in Madera and Fresno Counties. It serves Eastern Madera County general public residents with an emphasis on service senior residents 60 years and older and the disabled. Service is provided on Tuesdays and Thursdays from 8:30 a.m. to 4:30 p.m. A 24-hour advanced reservation is required, except for medical emergencies. Individuals requesting a ride are required to contact the Exchange to schedule their trip. The Escort Program serves the area covered by the Senior Bus, but also serves the community of North Fork and offers trips beyond the Eastern Madera County Region as far as the Cities of Madera, Fresno, and Clovis.

Figure 12: Eastern Madera County Senior Bus Service Area Map



Other Transportation Providers

CALVANS (CALIFORNIA VANPOOL AUTHORITY)

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently has vanpools originating in 22 counties in California including Madera, Fresno, Kings, Merced, San Joaquin, and Tulare.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

YARTS provides public transit in the Yosemite region, with buses entering Yosemite Valley from Merced, Mammoth Lakes, Sonora, and Fresno – as well as many different towns along the way. YARTS began service in May 2000, and now provides an alternative to driving to nearly 100,000 riders per year. YARTS is managed by the Merced County Association of Governments and offers rides to all visitors to Yosemite.

MADERA COUNTY TRANSIT SERVICES STATISTICS

Table 3 Madera County Transit Service FY 2020-21

TRANSIT SERVICE	PASSENGERS	REVENUE MILES	REVENUE HOURS
Fixed Routes	69,429	429,999	23,837
Para-Transit	16,811	79,280	7,373
totals	86,240	509,279	31,210

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by each transit agency in Madera County meet this requirement. The front of every bus has priority seating for seniors and disabled riders. All buses have lift mechanisms to assist riders in wheelchairs or with other mobility impairments to board.

In addition, the City of Madera provides complementary paratransit services to individuals with disabilities who cannot use fixed-route bus service. This service is demand-response and curb-to-curb service provided within approximately a five-mile radius of the City's downtown Intermodal Center. All buses used for paratransit by the City of Madera are lift-equipped.

REDUCED FARES

Due to the pandemic fares for Seniors, the disabled, and Medicare cardholders are currently waived. In addition, the following agencies purchase bus tickets or passes from Madera Metro/DAR and distribute them (in some cases at no charge) to their clients or students.

- Madera Metro
- City of Madera Parks Departments
- Madera County Health Department
- Madera County Schools
- Madera County Unified School District
- Camarena Health
- Central Valley Opportunity Center (CVOC)
- Crescent View South Charter School
- Madera Community Hospital
- North Fork Tribal
- Community Action Partners
- Madera Rehab
- Madera Community College

Additionally, due to the Covid-19 Pandemic, Madera Metro instituted a free fare system during 2020.

COORDINATED TRANSIT SERVICE PLAN

The Madera County Coordinated Public Transit Human Services Plan was updated and adopted by MCTC in July 2015 in response to requirements established by SAFETEA-LU and upheld by MAP-21. This document outlines existing public and private social service transportation systems within Madera County and offers strategies for improvement of transportation service through increased coordination and consolidation.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Various social service providers throughout Madera County offer specialized transportation service for their clients. These services tend to address the needs that public transit cannot reasonably meet, including evening service, non-emergency medical transport, and job training transport, to name a few. MCTC regularly inventories the various area transit providers to prevent duplication of services and thereby the waste of resources.

ADDITIONAL TRANSPORTATION SERVICES AND ASSISTANCE

- TRI-COUNTY MEDICAL TRANSPORT

Tri County Medical Transport operates out of Reedley CA, in Fresno County. The company works with many insurance companies. The services cover the following counties: Fresno, Tulare, Kings, Kern, Merced and Madera. They provide a non-emergency service for clients who require daily transportation to varying doctor's appointments as well as dialysis visits. Tri County carries a variety of vehicles which can range from wheelchair accessible vans and minivans to non-wheelchair accessible cars. The company started out with 5 vehicles in a 15,000-square foot facility, but is now operating with over 80 vehicles and an 86,000-square foot location. With over 100 current employees they have their own mechanic shop, call center, dispatch center, billing department.

- CENTRAL VALLEY REGIONAL CENTER

Central Valley Regional Center serves as an advocate for persons with developmental disabilities. It identifies specific client and family needs and establishes a person-centered plan and provides the most effective client services through utilization of community resources. It also assists the community in the prevention and early identification of developmental disabilities.

PRIVATE PROVIDERS

Several private carriers provide inter-city services, including Greyhound and Madera Cab Company. Greyhound operates seven days a week from the City of Madera's Downtown Intermodal Center on North "E" Street. Madera Cab Company provides service in Madera County seven days a week, 24 hours a day. In addition to those private transit services listed above, other private medical transit services are available within the County.

PASSENGER RAIL/SUPPORT FACILITIES

Madera County is served by the Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) Railroads. Amtrak operate seven days a week with fifteen (15) daily stops in Madera along the BNSF Railroad alignment. The station is located on Avenue 15 ½ and Road 29. The nearest stop to the north is Merced and to the south, Fresno. Amtrak services are provided on the BNSF tracks located east of Madera. The *San Joaquin* Amtrak route provides passenger rail service to Oakland five times a day, Bakersfield six times a day, and Sacramento three times a day. Amtrak also provides thruway bus service from various rail stations along the San Joaquin route to cities that are not accessible by rail, such as Los Angeles, San Francisco and San Jose.

ADEQUACY OF EXISTING SERVICE

Transportation is available in most areas of Madera County, including the remote unincorporated community of Raymond. Service is provided not only within each urbanized area, but also between urbanized areas. Passengers can easily get from most areas of the County to any other area using public transit. They can also travel into the neighboring counties of Merced by passenger rail and Fresno by bus service. Service is also available for those who are unable to ride traditional fixed-route transit.

Although adequate transit service is available for the residents of Madera County, there is always room for improvement. Service may not be available at all times or on all days. Travel between some areas may require the use of several different services. MCTC meets with the SSTAC on a quarterly basis to evaluate the adequacy of the region's current transit operations and further identify any unmet transit needs that may or may not be reasonable to meet. The region's public transit operators and social services agencies continue to cooperatively adjust their services to feasibly meet any identified unmet transit need throughout the year.

FARMWORKER VANPOOL ANALYSIS

CalVans is a ridesharing program with safe, affordable vans that allow employees to drive themselves and others to work, while once agricultural farmworker vanpool program, the service has grown beyond the agricultural industry to include general labor and student vanpooling. CalVans is sponsored by the California Vanpool Authority and currently serves the Counties of Madera, Fresno, Imperial, Kern, Kings, Merced, Monterey, Riverside, Santa Barbara, San Joaquin, Tulare, and Ventura, Santa Cruz, San Benito, San Bernardino, Stanislaus, and San Luis Obispo. Currently, there are 9 vans that operates out of the County of Madera. MCTC has not received any request from an interested party identifying a direct need for vans or equipment needed for a farmworker vanpool program. As part of the unmet transit needs assessment process, no further analysis is required. However, MCTC will continue to coordinate with CalVans, and social service providers to identify if any future needs in this area are present, and determine feasible means to address those needs.

Unmet Transit Needs Assessment

During this year's unmet transit needs assessment, staff received a total of 15 public comments regarding potential unmet transit needs and service improvement requests in the region. Due to COVID-19, MCTC did not receive the same amount of comments that have been received in the past. Based on the Madera County Transportation Commission's adopted definitions of "unmet transit need" and "reasonable to meet", **unmet transit needs, including those that are not reasonable to meet**, were identified.

PUBLIC OUTREACH

Pursuant to TDA regulations, MCTC is required to conduct at least one public hearing to receive potential unmet transit needs from the public. MCTC planned for the required public hearing and an additional workshop however, due to COVID-19, MCTC was only able to host the public hearing via GoToWebinar. MCTC also emphasized the importance of submitting comments via email, phone, or mail.

Below is a list of places where the public hearing was publicized:

- Notice of the public hearing was circulated in the Madera Tribune on March 13, 2021 (Figure 13, below).

- Notice and information regarding the hearing was posted on maderactc.org and MCTC's Facebook page
- Information, schedules, and fliers regarding the hearing were included in the meeting agendas for the Technical Advisory Committee, Social Services Transportation Advisory Council and the Madera County Transportation Commission's Policy Board in April 2021. The flier (in English and Spanish) contained information about the hearing dates, background information regarding the purpose of the hearings and unmet transit needs, and how residents could personally participate in the unmet transit needs process. See Figure 14 and 15.
- The flier was also posted on Madera Metro buses, MCC buses, and CATX buses.
- Notice of the hearing was distributed via the Chowchilla Chatter which serves the City of Chowchilla, the City of Madera, and the Mountain Area. See Figure 16.
- An article about the Unmet Transit Hearing was posted in the Ranchos Independent, a local newspaper for South East Madera area. See Figure 17 and 18.
- Information regarding the hearing were either mailed or emailed to a list of interested individuals and organizations. See Table 4 below.

A Spanish language interpreter was available at the virtual hearing.

Figure 13: Proof of Publication

Proof of Publication

(2015.5 C.C.P.)

NOTICE OF PUBLIC HEARING

MADERA COUNTY TRANSPORTATION COMMISSION

REF. NO. 3852

STATE OF CALIFORNIA)
) ss.
County of Madera)

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Madera Tribune, a newspaper of general circulation, published in the City of Madera, County of Madera, and which newspaper has been adjudged a newspaper of General circulation by the Superior Court of the County of Madera, State of California, under the date of November 9, 1966, Case Number 4875 that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

MARCH 13, 2021

I certify or declare under penalty of perjury that the foregoing is true and correct.


Signature

DATED: MARCH 13, 2021

Proof of Publication
The Madera Tribune | P.O. BOX 269 | Madera CA 93632
Adjudged a newspaper of general circulation by court decree No. _____
The Madera Tribune

PUBLIC NOTICE MADERA COUNTY TRANSPORTATION COMMISSION GIVING NOTICE OF HEARING

The Madera County Transportation Commission (MCTC) will hold a Public Hearing to take testimony regarding transportation needs within Madera County. The hearing will be held on Wednesday, April 21, 2021 at 3:00 p.m., via GoToWebinar. Due to these unprecedented times, this meeting will only be held virtually. To participate in the live hearing, you must follow the link below and register to attend:

<https://attendee.gotowebinar.com/register/5495449689009231375>

After registration, you will receive important information about how to call-in to the Webinar.

MCTC Staff **strongly** encourages you to submit your comment utilizing other strategies such as our online survey, email, mail, or by phone. Each comment received will be read to the Board directly to make sure your voice is heard. One of the aforementioned ways to submit a comment will be the best and most effective, given the current circumstances.

A Spanish language interpreter will be available during the public hearing for those who wish to testify before the Commission in Spanish. If you would like to testify in a language other than Spanish and English or require other special accommodations in order to testify, please contact the Commission by April 15, 2021, by 3:00 pm.

Under the California Transportation Development Act (TDA), this hearing opportunity is provided annually to take testimony on potential unmet transit needs within the region. The Commission must, subsequent to the hearing, make a determination whether the needs presented are "reasonable" to meet. After all "reasonable" needs have been met through the expansion of existing services, or the creation of new transit systems, the Commission may release remaining TDA funds for street and road purposes (repair, reconstruction, etc.).

Members of the public, interested agencies, and civic groups are encouraged to provide your comment to MCTC Staff regarding any transportation needs not being met by the current system. Testimony should be as specific as possible with regard to those citizens, or groups of citizens, not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed, and any other supporting evidence of information, which will help in the evaluation of the "reasonableness" of the requested service.

Those that are unable to participate in the hearing via GoToWebinar are encouraged to submit their comments in writing prior to April 21, 2021 for inclusion in the public record. You may email publiccomment@maderact.org, call 559-675-0721, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at the below link:

<https://www.surveymonkey.com/r/UTN2021>

NOTIFICACIÓN PÚBLICA DE LA COMISIÓN DE TRANSPORTE DEL CONDADO DE MADERA DA AVISO DE AUDIENCIA PÚBLICA

La Comisión de Transporte del Condado de Madera (MCTC, por sus siglas en inglés) llevará a cabo una Audiencia Pública para tomar testimonio en cuanto a las necesidades de transporte dentro del Condado de Madera. La audiencia tendrá lugar el miércoles, 21 de abril, 2021 a las 3:00 p.m., a través de un seminario web, GoToWebinar. Debido a estos tiempos sin precedentes, esta reunión solo se llevará a cabo virtualmente. Para participar en la audiencia en vivo, debe seguir el siguiente enlace y registrarse para asistir:

<https://attendee.gotowebinar.com/register/5495449689009231375>

Después del registro, recibirá información importante sobre cómo llamar al seminario web.

El personal de MCTC le **recomienda encarecidamente** que envíe su comentario utilizando otras estrategias, como nuestra encuesta en línea, correo electrónico, correo postal o por teléfono. Cada comentario recibido se leerá directamente a la Junta para asegurarse de que se escuche su voz. Una de las formas antes mencionadas de enviar un comentario será la mejor y más efectiva dadas las circunstancias actuales.

Un intérprete de español estará disponible durante la audiencia pública para aquellos que deseen testificar ante la Comisión en español. Si desea testificar en un idioma que no sea español o inglés o necesita otras adaptaciones especiales para testificar, comuníquese con la Comisión antes del 15 de abril de 2021, antes de las 3:00 p.m.

Bajo el Acta del Desarrollo de Transportación de California (TDA, por sus siglas en inglés), esta oportunidad de audiencia se proporciona anualmente para tomar testimonio sobre las posibles necesidades no cumplidas dentro de la región. La Comisión tiene que, posteriormente de la audiencia, hacer una determinación de si las necesidades presentadas son "razonables" como para cumplirlas. Después que todas las necesidades "razonables" han sido cumplidas por medio de la ampliación de servicios ya existentes, o por la creación de nuevos sistemas de tránsito, La Comisión podrá soltar fondos restantes del TDA para propósitos de calles y caminos (reparación, reconstrucción, etc.).

A los miembros del público, agencias interesadas, y grupos cívicos se les anima a comparecer y dar testimonio sobre cualquier necesidad de transporte que no se esté cumpliendo por el sistema actual. El testimonio ha de ser tan específico como sea posible en lo que toca a aquellos ciudadanos, o grupos de ciudadanos que actualmente no sean servidos por el tránsito, el tipo y cantidad de servicio de tránsito que se esté pidiendo, el área geográfica en el cual se necesite el servicio y cualquier otra evidencia de datos en apoyo, que ayudarán en la evaluación de lo "razonable" del servicio pedido.

Se anima a aquellos que no pueden participar en la audiencia a través del GoToWebinar a enviar sus comentarios por escrito antes del 15 de abril de 2021 para su inclusión en el registro público. Puede enviar un correo electrónico a publiccomment@maderact.org, llamar al 559-675-0721, enviar su comentario a 2001 Howard Road, Suite 201, Madera, CA 93637 o completar la encuesta en el siguiente enlace:

Figure 14: Unmet Transit Needs Hearing Flier 2021- English

DO YOU OR SOMEONE YOU KNOW HAVE A PUBLIC TRANSIT NEED THAT IS NOT BEING MET?

2021 UNMET TRANSIT NEEDS ASSESSMENT PUBLIC COMMENT PROCESS

The Madera County Transportation Commission's Social Services Transportation Advisory Council would like to hear from you! If you would like to provide comments on public transit needs in Madera County, please submit your written comments.

UNMET TRANSIT NEEDS PUBLIC HEARING	IF YOU WISH TO CALL IN TO THIS WEBINAR, YOU WILL BE IN LISTEN ONLY MODE UNLESS YOU REGISTER AND JOIN THE ACTUAL ONLINE WEBINAR.
WEDNESDAY, APRIL 21, 2021 - 3:00 PM	
GOTOWEBINAR REGISTRATION LINK: HTTPS://ATTENDEE.GOTOWEBINAR.COM/REGIS TER/5495449689009231375	TELECONFERENCE #: 1 866 901 6455 ACCESS CODE: 451-547-986

Given the current circumstances, MCTC's Board Room is closed. MCTC strongly encourages you to submit your public comments via survey, email, mail, or by phone. Each individual comment will be read to the MCTC Board to ensure your voice is heard.

Attendance is not mandatory for participation. If you are unable to attend the GoToWebinar hearing, please send your written comments to:

2001 Howard Road, Suite 201,
Madera, CA 93637

Or email them to:
evelyn@maderactc.org

Or by telephone:
(559) 675-0721 ext. 18

CONSIDER
TAKING OUR
SURVEY!

SCAN



HERE



In partnership with the following public transit agencies:

Madera Metro
Madera County Connection
Chowchilla Area Transit

Figure 15: Unmet Transit Needs Hearing Flier 2021- Spanish

¿USTED O ALGUIEN QUE CONOCE TIENE UNA NECESIDAD DE TRANSPORTE PÚBLICO QUE NO SE ESTÁ CUMPLIENDO?

2021 EVALUACIÓN DE LAS NECESIDADES DE TRÁNSITO INSATISFECHAS PROCESO DE COMENTARIOS PÚBLICOS

¡El Consejo Asesor de Transporte de Servicios Sociales de la Comisión de Transporte del Condado de Madera quisiera escucharlo! Si desea proporcionar comentarios sobre las necesidades de transporte público en el condado de Madera, envíe sus comentarios por escrito.

AUDIENCIA PÚBLICA PARA NECESIDADES DE TRÁNSITO INSATISFECHAS

MIÉRCOLES, ABRIL 21, 2021 - 3:00 PM

GOTOWEBINAR
ENLACE DE REGISTRO:
[HTTPS://ATTENDEEGOTOWEBINAR.COM/REGISTRE R/5495449689009231375/](https://attendeegotowebinar.com/registreR/5495449689009231375/)

SI DESEA SOLO LLAMAR AL WEBINAR, SOLO PODRA ESCUCHAR EL WEBINAR, NECESITA REGISTRARSE PARA PODER PARTICIPAR.

TELECONFERENCIA #:
1 866 901 6455

CODIGO DE ACCESO: 451-547-986

Dadas las circunstancias actuales, la sala de juntas de MCTC está cerrada. MCTC le recomienda **encarecidamente** que envíe sus comentarios públicos a través de una encuesta, correo electrónico, correo postal o por teléfono. Cada comentario individual se leerá a la Junta de MCTC para garantizar que se escuche su voz.

Estar presente no es obligatorio para participar. Si no puede asistir a la audiencia de GoToWebinar, envíe sus comentarios por escrito a:

2001 Howard Road, Suite 201,
Madera, CA 93637

O envíe un correo a:
evelyn@maderactc.org

O por teléfono:
(559) 675-0721 ext. 18



En asociación con las siguientes
agencias de transporte público:

Madera Metro
Madera County Connection
Chowchilla Area Transit

¡CONSIDERE
TOMAR LA
ENCUESTA!

ESCANEE



AQUÍ

Table 4: List of Interested Individuals and Organizations

AGENCY	ADDRESS
City of Chowchilla	145 Robertson Boulevard, Chowchilla, CA 93610
MV – Dial-A-Ride	123 North E Street #102, Madera, CA 93638
Madera County Health Department	14215 Road 28, Madera, CA 93637
City of Madera	205 West 4 th Street, Madera, CA 93637
Department of Social Services	P.O. Box 569, Madera, CA 93639
Community Action Partnership of Madera County	1225 Gill Avenue, Madera, CA 93637
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Center for Independent Living	1225 Gill Avenue, Madera, CA 93637
First 5 Madera County	525 E Yosemite Avenue, Madera, CA 93638
Madera Parks and Community Services	1030 South Gateway Drive, Madera, CA 93637
Madera County Health Department – Comprehensive Prenatal Outreach	14215 Road 28, Madera, CA 93638
Moy and Associates	6082 Millerton Road, Friant, CA 93626
Camarena Health Centers, INC.	201 South B Street, Madera, CA 93638
Madera Coalition for Community Justice	P.O. Box 817, Madera, CA 93639
Fresno-Madera Area Agency on Aging	3845 North Clark Street #103, Fresno, CA 93726
Community Integrated Work Program	980 Emily Way, Madera, CA 93637
Kings View Community Services	P.O. Box 1288, Madera, CA 93639
Madera County Welfare Dept – Child Protective Services	P.O. Box 569, Madera, CA 93639
Picayune Rancheria of the Chukchansi Indians	46575 Road 417, Coarsegold, CA 93614
Madera Community Hospital	1250 East Almond Avenue, Madera, CA 93638
Madera County Social Services Department	629 East Yosemite Avenue, Madera, CA 93637
Oakhurst Sierra Senior Care	P.O. Box 122, Oakhurst, CA 93644
Oakhurst Area Chamber of Commerce	40343 Highway 41, Oakhurst, CA 93644
Madera County Mental Health Department	P.O. Box 1288, Madera, CA 93637
Madera Community College Center	30277 Avenue 12, Madera, CA 93638
Heartland Opportunity Center	323 North E Street, Madera, CA 93638
Oakhurst Counseling Center	49774 Road 426, Suite D, Oakhurst, CA 93644
Oakhurst Center	P.O. Box 1910, Oakhurst, CA 93644
Table Mountain Rancheria	P.O. Box 410, Friant, CA 93626
North Fork Rancheria	P.O. Box 929, North Fork, CA 93643
Sierra Mono Indian Museum	33103 Road 228, North Fork, CA 93643
American Association of Retired Persons	2713 Monocott Drive, Madera, CA 93637
Pacific Family Health Madera Dialysis	266 North Grove Industrial Drive, Fresno, CA 93727
Bass Lake Chamber of Commerce	P.O. Box 126, Bass Lake, CA 93604
Frank A. Bergon Senior Center	238 South D Street, Madera, CA 93637
Madera Adult Day Care & Respite Center	322 West 6 th Street, Madera, CA 93637
Golden Valley Chamber of Commerce	37167 Avenue 12, Suit 2C, Madera, CA 93638
Madera County Council on Aging	1030 South Gateway Drive, Madera, CA 93637
North Fork Chamber of Commerce	P.O. Box 426, North Fork, CA 93643
Chowchilla District Chamber of Commerce	P.O. Box 638, Chowchilla, CA 93610
Ranchos/Hills Senior Center	37330 Berkshire Drive, Madera, CA 93638
Madera Coalition for Community Justice	117 South Lake Street, Madera, CA 93638
Madera Chamber of Commerce	120 North E Street, Madera, CA 93638
Ranchos Hills Seniors	37300 Berkshire Drive, Madera, CA 93638
Rolling Hills Citizens Association	10293 Rolling Hills Drive, Madera, CA 93638
Coarsegold Chamber of Commerce	P.O. Box 815, Coarsegold, CA 93614
Madera Hispanic Chamber of Commerce	11110 El Capitan Drive, Madera, CA 93638
Leadership Counsel for Justice and Accountability	764 P Street, Suite 012, Fresno, CA 93721
INDIVIDUALS	
Cynthia Ortegon	Ray Luna
Daniel Rivera	Russell Shaw
Doris Harley	Sandra Martin
Gloria T Medina	
Gwendolyn Palmer	
Jose Munera	
Linda Clark	
Mike Fuller	
Modesta Avila	
Nancy Fitzgerald	
Pamela Mashack	

DO YOU OR SOMEONE YOU KNOW HAVE A PUBLIC TRANSIT NEED THAT IS NOT BEING MET?

2021 UNMET TRANSIT NEEDS ASSESSMENT PUBLIC COMMENT PROCESS

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UNMET TRANSIT NEEDS PUBLIC HEARING	IF YOU WISH TO CALL INTO THIS WEBINAR, YOU WILL BE IN LISTEN ONLY MODE UNLESS YOU REGISTER AND JOIN THE ACTUAL ONLINE WEBINAR.
WEDNESDAY, APRIL 21, 2021 - 3 PM	TELECONFERENCE #:
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HTTPS://ATTENDEE.GOTOWEBINAR.COM /REGISTER/5495449689009231375	ACCESS CODE: 451 - 547 - 986

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2001 Howard Road, Suite 201 - Madera, CA 93637

Or email: evelyn@maderactc.org

Or phone: (559)675-0721 ext. 18



In partnership with the following public transit agencies:
Madera Metro - Madera County Connection - Chowchilla Area Transit



¿USTED O ALGUIEN QUE CONOCE TIENE UNA NECESIDAD DE TRANSPORTE PUBLICO QUE NO SE ESTA CUMPLIENDO?

2021 EVALUACION DE LAS NECESIDADES DE TRANSITO INSATISFECHAS PROCESO DE COMENTARIOS PUBLICOS

Si desea proporcionar comentarios sobre las necesidades de transporte publico en el condado de Madera, envíe sus comentarios por escrito o tomo la encuesta:

<https://www.surveymonkey.com/r/UTN2021>.
Estar presente no es obligatorio para participar.

AUDIENCIA PUBLICA DE NECESIDADES DE TRANSITO INSATISFECHAS

MIERCOLES, ABRIL 21, 2021 - 3 PM

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SI DESEA SOLO LLAMAR AL WEBINAR, SOLO PODRA ESCUCHAR EL WEBINAR, NECESITA REGISTRARSE PARA PODER PARTICIPAR.

Correo: 2001 Howard Road, Suite 201 - Madera, CA 93637

Correo electronico: evelyn@maderactc.org

Phone/tel: (559)675-0721 ext. 18



In partnership with the following public transit agencies:
Madera Metro - Madera County Connection - Chowchilla Area Transit



County to Hear “Unmet” Needs in Transportation

The Madera County Transportation Commission is holding a public hearing regarding “unmet” transportation needs within Madera County.

Members of the public, interested agencies and civic groups are encouraged to provide comments to Madera County Transportation Commission Staff regarding any transportation needs not being met by the current system. Testimony should be as specific as possible with regard to those citizens, or groups of citizens, not currently served by transit, the requested type and amount of transit service, the geographic area in which service is needed and any other supporting evidence of information, which will help in the evaluation of the “reasonableness” of the requested service.

Under the California Transportation Development Act, this hearing is provided annually to take testimony from the public on potential unmet transit needs within Madera County. The Com-

Please see **UNMET** on P. 17

Figure 18: Ranchos Independent Article, Continued

Page 17

UNMET cont. from P. 2

mission will then make a determination after the hearing as to whether the needs presented are “reasonable.” After all existing services, or the creation of new transit systems, have been expanded to their fullest and County transportation needs are still unmet, the Commission may release remaining Transportation Development Act funds for street and road purposes, such as repair, reconstruction or other uses.

The hearing will be held to take testimony on Wednesday, April 21, 3 p.m., via GoToWebinar. Due to these unprecedented times, this meeting will only be held virtually. To participate in the live hearing, you must follow this link: attendee.gotowebinar.com/register/5495449689009231375 and register to attend. After registration, you will receive important information about how to call-in to the Webinar.

Those that are unable to participate in the hearing via GoToWebinar are encouraged to submit their comments in writing prior to April 21 for inclusion in the public record. You may email publiccomment@maderact.org, call 559-675-0721, send your comment to 2001 Howard Road, Suite 201, Madera, CA 93637 or take the survey at www.surveymonkey.com/r/UTN2021.

Madera County Transportation Commission Staff strongly encourages you to submit your comments utilizing other strategies such as the online survey, email, mail or by phone. Each comment received will be read to the Board directly to make sure your voice is heard. Using the techniques listed will be the best and most effective way to have your comments heard.

If you would like to testify in a language other than Spanish or English, please contact the Commission by April 15 by 3 p.m.

ANALYSIS OF THE COMMENTS RECEIVED AT THE PUBLIC HEARINGS

The following tables provide a summary of the public comments that were received. One of the public comments was considered by the SSTAC to be a potential unmet need. The SSTAC applied the MCTC Policy Board adopted definition of “unmet transit need” and “reasonable to meet” to those comments and determined that for Fiscal Year 2021-2022 there are no **unmet transit needs, including transit needs that are reasonable to meet**. MCTC staff concur with the SSTAC’s finding. See Figure 20, 21, and 22.

All comments in their original form are included in Appendix B of this document. Agenda items of the meetings held by the SSTAC this fiscal year are also be included in the Appendix.

Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
Comments submitted via phone						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.	Not an Unmet Transit Need.		This is an operational comment. The City of Madera will look into this. Dial-A-Ride service is available to provide service when there is no bus stop.
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.	Not an Unmet Transit Need.		The City of Madera will look into this and discuss it with their Transit Advisory Board.
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.	Not an Unmet Transit Need.		The City of Madera will look into this and discuss it with their Transit Advisory Board.
Comments submitted via public comment email						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.	Not an Unmet Transit Need.		YARTS is a seasonal service. There is service by the Madera County Connection (MCC) that provide this connectivity.
Comments submitted via Unmet Transit Needs Online Survey						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.	Not an Unmet Transit Need.		This is an operational issue. The County will look at their on-time performance evaluation.
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride	Not an Unmet Transit Need.		This is an operational issue. The County has not received comments about mistrips.
Comments from Leadership Counsel for Justice and Accountability						
7	City of Madera	Madera Metro	Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.	Not an Unmet Transit Need.		This situation has arisen due to pandemic restrictions that limit the amount of passengers that the bus can transport.
8	ALL	ALL	Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.	Not an Unmet Transit Need.		Madera Metro offered free rides due to the pandemic and that status is still active. Madera County will be looking into offering a free-ride campaign.

Figure 19: SSTAC Analysis of Potential Unmet Transit Needs FY 2021 – 2022

9	County	County	Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.	Not an Unmet Transit Need.		This need will be shared with the public works department to be further examined.
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.	Not an Unmet Transit Need.		The City reports that there are trashcans available at bus stops. However, depending on when this situation happened, the City notes that a couple of trashcans were stolen.
11	County	County	Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.	Not an Unmet Transit Need.		The council recommends that this Need be forwarded to the appropriate agency for their knowledge.
12	ALL	ALL	Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.	Not an Unmet Transit Need.		Operational and marketing issue. The City and County will seek to coordinate over how to best approach this comment. Madera County posts information on routes in their Madera County Connection website. The City will be reviewing the possibility of developing an add.
13	County	MCC/Eastin Arcola-Ripperdan-La Vina	Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.	Unmet Transit Need	Not reasonable to meet due to low ridership and cost-effectiveness	The County reports that additional runs were added to this destination during the 20-21 Fiscal Year and that ridership was low and not cost-efficient. This service was suspended after a six month period. Further evaluation will be undertaken to determine the feasibility of additional service in the future.

Figure 20: SSTAAC Analysis of Potential Unmet Transit Needs FY 2021 – 2022 Continued 1

14	County	MCC/Chowchilla-Fairmead	<p>Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.</p>	<p>Not an Unmet Transit Need.</p>	<p>The County reports that there was a pre-pandemic meeting to decide on the new transit stop specific location. Follow up to get this information has not been forwarded yet. The County is looking forward to continuing coordinating with the Fairmead community to narrow this down. It is outside MCTC's jurisdiction to oversee other agencies work.</p>
15	Madera County Transportation Commission	Madera County Transportation Commission	<p>Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.</p>	<p>Not an Unmet Transit Need.</p>	<p>The Madera County Transportation Commission will provide a letter with the information pertaining to this agency jurisdiction.</p>

Appendix

- A. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – APRIL 1, 2021
- B. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – MAY 3, 2021
 - Leadership Counsel of Justice and Accountability Letter
- C. SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – July 15, 2021
- D. RECOMMENDATION TO MCTC BOARD FROM SSTAC

APPENDIX A

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – APRIL 1, 2021



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 15 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

SSTAC meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, May 27, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, May 27, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Robin Roman, City of Chowchilla Public transportation Representative

VISITORS PRESENT:

Juanita Martinez, member of the public
Madeline Harris, Leadership Counsel for Justice and Accountability

I: Introductions

Amelia Davies called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments were reviewed one by one.

VI: Recommendation to the MCTC Board

There is not a recommendation for the Board due to not having input from the City of Madera.

VII: Future meetings

A follow up meeting was scheduled for June 1st at 10:30 to go over the City of Madera Comments.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 28 AM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means,
Madera County Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

THE MADERA COUNTY TRANSPORTATION COMMISSION IS SEEKING APPLICATIONS FOR COMMITTEE APPOINTMENT

Interested in joining the SSTAC?

Call us at (559) 675 0721 x 15 or send us an email to evelyn@maderactc.org

WWW.MADERACTC.ORG

If you are interested in helping to improve public transit services within the county or know someone who would, please contact the Madera County Transportation Commission office. Those wishing to apply for one of the two vacant Social Services Transportation Advisory Council (SSTAC) positions can contact MCTC staff or access an application on the SSTAC Application webpage:

<https://www.maderactc.org/bc-transportation>

Two vacancies to be filled:

- **Potential Transit User Who is Disabled**
- **Representative of the Local Social Service Provider for Disabled**

Madera County Transportation Commission

Definition of “Unmet Transit Needs”

The Madera County Transportation Commission has determined that its definition of the term **“unmet transit needs”** includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term **“reasonable to meet”** shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

Tulare County

Unmet Transit Need Definition and Criteria

“Unmet Transit Need”: An unmet transit need, as identified during Tulare County Association of Governments annual Unmet Transit Needs Process, exists where public transit services are not currently provided for persons who rely on public transit to conduct daily activities. At a minimum, an unmet need must be identified by substantial community input through the public outreach process or identified in a Short Range Transit Plan, Coordinated Transportation Plan, or the Regional Transportation Plan and has not yet been implemented or funded.

“Reasonable to Meet”: Following is the TCAG definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County. An unmet transit need shall be considered “reasonable to meet” if the proposed service is in compliance with of the following criteria, as each are applicable:

Equity

1. 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 either of these groups.
2. The proposed service will not require reductions in existing transit services that have an equal or higher priority.
3. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

1. The proposed service is in response to an existing rather than future transit need.

Feasibility

1. The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)
2. Sufficient ridership potential exists for the new, expanded, or revised transit service.
3. The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.
3. The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.
4. The proposed service must have potential providers that are available to implement the service.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, inclusion in adopted programs and plans, adopted governing board positions and/or other existing information.

ADA Conformity

1. The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

Operational Feasibility

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

Notes:

1. Per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT SERVICES IN TULARE COUNTY.

The state has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas (the Visalia, Tulare, and Porterville Urbanized Areas). This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% exists for special services (i.e. elderly and disabled, demand-response) and rural area services. Transit serving both urban and rural areas, per state law, may obtain a blended passenger fare ratio. If a provider is granted a blended farebox recovery, performance levels should be adjusted accordingly.

TCAG has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as a result of the unmet needs process as they are proposed and implemented, which are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
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Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications, if needed.

END OF THIRTY-SIX MONTHS

Performance Level

<u><i>Urban Service</i></u>	<u><i>Special/Rural Service</i></u>	<u><i>Recommended Action</i></u>
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider will continue service, with Modifications if needed
20% or more	10% or more	Provider will continue service, with Modifications if needed

MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

Unmet Transit Need:

An **unmet transit need** is an inadequacy in the existing public transit services for persons recognized as transit-dependent in Merced County.

Reasonable to Meet:

An unmet transit need that meets the definition above and meets **all** the following criteria shall be considered reasonable to meet:

Minimum requirements:

1. **Feasibility** - The proposed transit service can be achieved safely and will not violate local, state, and federal law.
2. **Funding** - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
3. **Equity** - The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

Other areas for consideration:

4. **Community Acceptance** - There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.
5. **Potential Ridership** – The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet “new service” ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.
6. **Cost Effectiveness** – Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

STAFF REPORT

SUBJECT: Unmet Transit Needs Public Hearing

RECOMMENDED ACTION: Action

SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

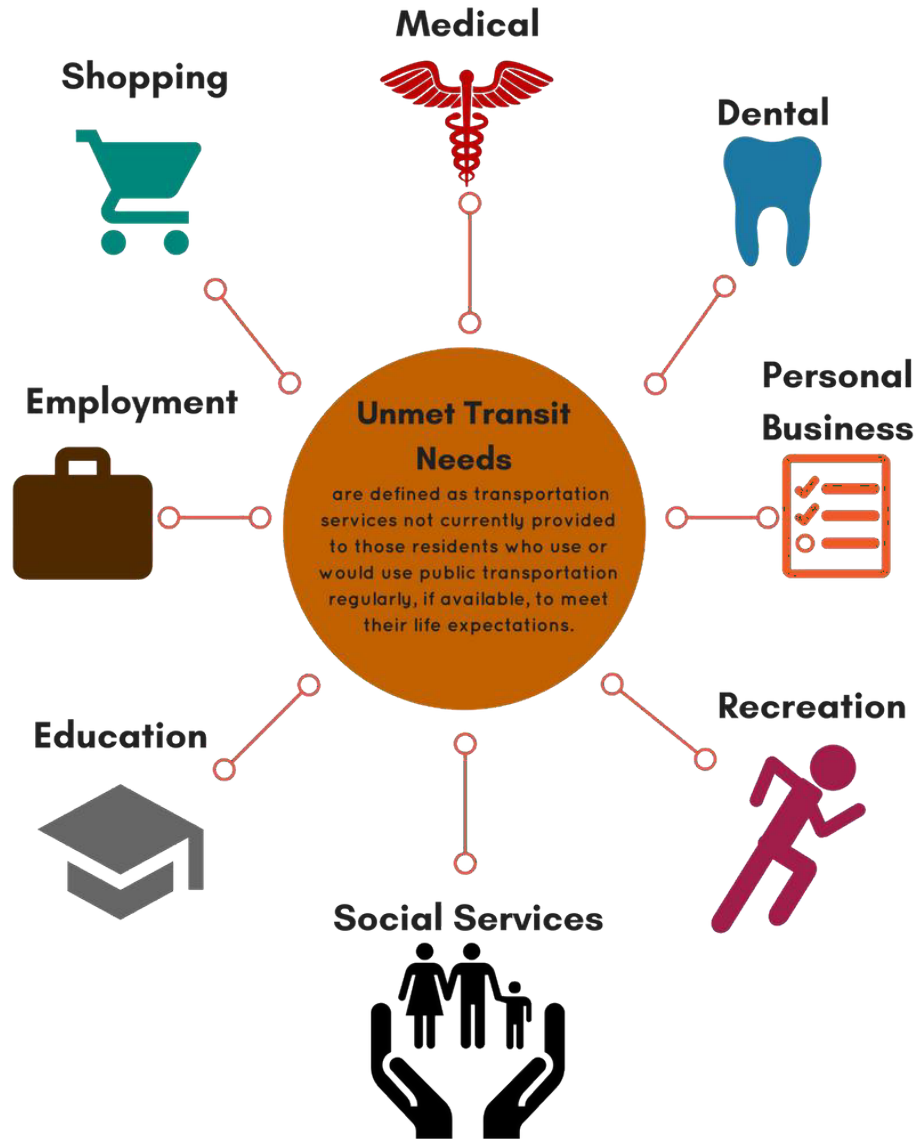
1. Ensure that several factors have been considered in the planning process, including:
 - a. Size and location of groups likely to be dependent on transit,
 - b. Adequacy of existing services and potential alternative services
 - c. Service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Define the terms "unmet transit needs" and "reasonable to meet."
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

RECOMMENDATION:

SJCOG staff recommend that the SSTAC Chair open the public hearing to receive unmet transit needs comments, and then close the public hearing with no further action necessary at this time.

BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of "unmet transit need" and "reasonable to meet" in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



An unmet transit need that meets the definition above, and meets all the following criteria, shall be considered **reasonable to meet**:



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

DISCUSSION:

The COVID 19 pandemic has caused a lot of uncertainty among transit riders, therefore, to ensure San Joaquin County residents are provided an opportunity to voice their transit needs, SJCOG has increased the modes in which residents can participate in the Unmet Transit Needs (UTN) assessment. SJCOG staff have laid out the following tasks to ensure widespread input is gathered:

- Extended the public comment period from December 31st, 2020 to January 31st, 2021.
- Created a new email address, UTN@SJCOG.ORG to receive UTN comments year-round.
- Published the December 3rd, 2020 UTN Public Hearing notice in 6 local newspapers, including a Spanish newspaper.
- Made available both an online and printable (English and Spanish) UTN Survey.
- Conducted informational UTN PowerPoint presentations to various community groups.
- Held a Public Hearing at the December 2020 SJCOG Board Meeting.

NEXT STEPS:

- SJCOG will collect comments until January 31, 2021
- SJCOG and SSTAC members will analyze all comments to determine if any are considered unmet transit needs that are reasonable to meet
- Board adoption of UTN findings in Spring 2021

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:
 - 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
 - 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
 - 3) The proposed transit service has community support from the general public, community groups, and community leaders.
 - 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
 - 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
 - 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
 - 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

SSTAC Schedule - Current

2020-2021

Quarter 4: April - June

SSTAC 1 Meeting- April 1, 2021

Legally noticed Public Hearing – April 21, 2021

SSTAC 2 Meeting – April 26, 2021

Unmet Needs Recommendations to Board – Wednesday, May 19, 2021

SSTAC Proposed New Quarterly Schedule

2021-2022

Quarter 1: July – September

End of July – SSTAC 1

Board quarterly report September. No Board meeting in August generally.

Quarter 2: October – December

First week of October – SSTAC 2

Board Quarterly Report in October or November. No Board meeting in December generally.

Quarter 3: January – March

End of January – SSTAC 3

Board Quarterly report in February

Quarter 4: April - June

April - SSTAC 4 Meeting

Unmet Needs Board meeting – May

Analysis of Comments Received During the FY 20/21 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
1.1	Madera County	MCC/Chowchilla-Fairmead	The schedule must be updated to include more frequent routes, both Northbound to Chowchilla and Southbound to Madera	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	The County will continue monitoring ridership and will be conducting an assessment of their routes.
1.2	Madera County	MCC/Chowchilla-Fairmead	The Chowchilla-Fairmead-Madera schedule must be extended to the weekends to afford transit users improved access to this essential route	Yes	This comment is not "reasonable to meet" based on the current definition. The demand for this service is not high.	County transit staff went to Fairmead and talked to the President of Fairmead community group. The survey for location of shelter was halted due to COVID-19. Leadership Counsel was also going to assist with this. Demand is not overwhelming on this route. This unmet need will be followed up based on level of demand.
1.3	Madera County	MCC/Chowchilla-Fairmead	A second stop must be added on the Northern side of Fairmead around the vicinity of Avenue 23 to ensure that this curcial transit service is accessible to residents throughout the entire community. Provided that the only existing stop in Fairmead is located at Galilee Missionary Baptist Church on Avenue 22 1/2 near Fairmead Blvd, riders who live on the other side of the community are not able to easily access the route.	Yes	This comment not reasonable to meet at this point in time but it is being worked on.	Ellen Moy and County staff has been working with the Leadership Counsel on opening such a stop and will continue to do so once COVID-19 allows.
2	Madera County	Eastin Arcola-Ripperdan-La Vina	Increased frequency of routes for Eastin Arcola-Ripperdan-La Vina Transit	Yes	This comment is not currently reasonable to meet.	The County plans to initiate additional runs to this current service on a pilot basis beginning July 2020. One will be added in mid-morning departing the Downtown Intermodal Center at approximately 11:20am and one at 3:35pm. The County will closely monitor these runs and overall demand for cost effectiveness and for any warranted expansion.
3.1	City of Madera		Improvements to the MAX and "Dial-a-Ride" Systems in the City of Madera aimed at creating more equitable and user-friendly transit services: Re-opening of the Walmart stop;	Yes	This comment is not reasonable to meet at this point in time.	This comment is currently being further studied by City of Madera staff.

3.2	City of Madera	Installation of trash cans on MAX buses	No	N/A	There is no eating or drinking on the bus and trash cans are available at bus stops. However, there is a trash can in front of the bus but no where to secure on at the back so that would not be feasible. The trash cans get emptied with driver change or end of day.
3.3	City of Madera	Thirty-minute incremented bus service on all MAX routes;	Yes	Not reasonable to meet because it is not cost effective.	City staff is already looking at re-routing for the timing. For Route 2, they currently do not have the ridership to support the current route so it would be difficult to meet farebox recovery ratio and does not justify a change to 30-minute headways. Currently an assessment on routes is being performed. MV transit is doing preliminary re-routing assessment to improve efficiency/change the route. There will be an update this summer on this assessment by MV transit.
3.4	City of Madera	Improvements to the "Dial-a-Ride" Dispatch system	No	N/A	Dispatch is trained once a month. Riders can schedule as much as 7 days in advance and should be scheduled at least 24 hours in advance. Otherwise it is first come/first served. DAR user guidelines will be online and will be on the bus as handouts.
3.5	City of Madera	Extended MAX service operation on weekends;	Yes	Not reasonable to meet because it is not cost effective.	The city has been trying for two years to get the Caltrans planning grant to do a thorough assessment of routes to get data and to make determination on whether extending service for the weekend is feasible. Ridership is currently low on Route 2 and it is not cost-effective. Even DAR Sunday service is low (possible due to COVID-19).
3.6	City of Madera	Equip bus stops and buses with route-related signage	No	N/A	The City is about to launch the new signage for bus stops. This is upcoming.
4.1	All	Apply for grant funding to secure free rides for students	No	N/A	CARES Act is currently providing very generous funding. City of Madera is currently offering free rides as part of the CARES Act funding and we don't want to overlook that. Ridership is dropping for the last 5 years, even before COVID-19. So many transit agencies are struggling to get ridership back. Whether or not free rides will be sustainable after CARES Act funding is another factor. MCTC is not solely responsible for applying for funding but we do coordinate with each agency.

4.2	All	Pursuit of regional funding for an electric rural rideshare program	No	N/A	<p>Comment from Ellen Moy: Calvans is a very respectable agency for farm workers and general public. County recommends that MCTC contact Calvans to inquire what kind of vehicles, if electric, for rideshare purposes and maybe to beef up the already existing service. Inquire about Fresno's program.</p>
4.3	All	Mandated discrimination prevention and accessibility training for all Madera County Transit Staff	No	N/A	<p>There is mandatory Title VI training upon hire at MV Transit. County transit has in service meetings for all drivers. During these meetings they normally have presenters with disability challenges to help drivers understand their challenges when using transit so drivers can better help understand their needs when transporting them.</p>

APPENDIX B

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – May 3, 2021



Meeting of the Social Services Transportation Advisory Council

LOCATION

Madera County Transportation Commission
Board Room
2001 Howard Road, Suite 201
Madera, California 93637

SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

DATE

May 3, 2021

TIME

11:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.

SPECIAL NOTICE

In accordance with Governor Newsom’s Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

Please register for the GoToMeeting from your computer, tablet, or smartphone:

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---may-3-2021>

You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 217-420-277

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 4:00 pm on April 30, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

SSTAC meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	No	Action
5.	Re-affirm April 1, 2021 agenda items	No	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	SSTAC Member Vacancies	No	Discussion
8.	Unmet Transit Needs Definition	Yes	Discussion
9.	Comment Review and Recommendation to the MCTC Policy Board	Yes	Action
10.	Discuss Future Meetings Appoint representative to attend MCTC's Board Meeting, May 19, 3 pm Future Meeting date	No	Discussion
11.	Adjournment		

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Social Services Transportation Advisory Council Rules

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

A. RESPONSIBILITIES

1. Advise MCTC on the following:
 - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
 - b. Coordination between transit service providers in the region.
 - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; and/or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

B. PARTICIPANTS

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
 - (a) One representative of potential transit users who is 60 years of age or older.
 - (b) One representative of potential transit users who is disabled.
 - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.

(e) One representative of a local social service provider for persons of limited means.

(f) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC's Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Approved by MCTC Policy Board on March 18, 2020.

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, April 1, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, April 1, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 1:35 .

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera
Pamela Mashack, Potential Transit User 60 Years or Older

STAFF PRESENT:

Dylan Stone, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Nicholas, Dybas, Madera County Transportation Commission

VISITORS PRESENT:

Anabelle Miranda, Madera County Workforce Development
Robin Roman, Public transportation Representative, City of Chowchilla
David Huff, Public transportation Representative, City of Madera

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Minutes of the May 27, 2020 SSTAC Meeting

The minutes were approved.

IV: New Member Orientation

The roles and responsibilities Handout was read out to the council members.

V: Election of Officers

The representative for the Potential Transit User 60 Years or Older was elected Chairwoman.

V: SSTAC Member Vacancies

The flier for the SSTAC Member vacancies was included in the packet. An update about the interested individual/agency in the vacancies was shared with the council. Conversation to place current representatives of the Local Social Service Providers for Seniors to a new category for Local Transit Providers took place.

VII: Unmet Transit Needs Definition Review

The Council decided to continue using the same definition for this cycle while reconvening the SSTAC as many times as necessary to reassess the definition and reasonable to meet standards.

VIII: Quarterly Meetings for FY 2021-2022

The proposed schedule was shared with the council. This is a new quarterly schedule which expanded from two meetings per year to four meetings per year.

IX: Anticipated Comments

Comments received from the FY 2020-21 Unmet Transit Needs cycle were shared with the council for their information and the two comments received for this Unmet Transit Needs cycle were also shared.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED
AT 2:45 PM

Madera County Transportation Commission

Definition of “Unmet Transit Needs”

The Madera County Transportation Commission has determined that its definition of the term **“unmet transit needs”** includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term **“reasonable to meet”** shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term “reasonable to meet” shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established.

Tulare County

Unmet Transit Need Definition and Criteria

“Unmet Transit Need”: An unmet transit need, as identified during Tulare County Association of Governments annual Unmet Transit Needs Process, exists where public transit services are not currently provided for persons who rely on public transit to conduct daily activities. At a minimum, an unmet need must be identified by substantial community input through the public outreach process or identified in a Short Range Transit Plan, Coordinated Transportation Plan, or the Regional Transportation Plan and has not yet been implemented or funded.

“Reasonable to Meet”: Following is the TCAG definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County. An unmet transit need shall be considered “reasonable to meet” if the proposed service is in compliance with of the following criteria, as each are applicable:

Equity

1. 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 either of these groups.
2. The proposed service will not require reductions in existing transit services that have an equal or higher priority.
3. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

1. The proposed service is in response to an existing rather than future transit need.

Feasibility

1. The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)
2. Sufficient ridership potential exists for the new, expanded, or revised transit service.
3. The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.
3. The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.
4. The proposed service must have potential providers that are available to implement the service.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process, inclusion in adopted programs and plans, adopted governing board positions and/or other existing information.

ADA Conformity

1. The new, expanded, or revised transit service, in conforming with the requirements of the Americans with Disabilities Act, will not impose an undue financial burden on the transit operator if complementary paratransit services are subsequently required.

Operational Feasibility

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

Notes:

1. Per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT SERVICES IN TULARE COUNTY.

The state has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas (the Visalia, Tulare, and Porterville Urbanized Areas). This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% exists for special services (i.e. elderly and disabled, demand-response) and rural area services. Transit serving both urban and rural areas, per state law, may obtain a blended passenger fare ratio. If a provider is granted a blended farebox recovery, performance levels should be adjusted accordingly.

TCAG has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as a result of the unmet needs process as they are proposed and implemented, which are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

<i>Urban Service</i>	<i>Special/Rural Service</i>	<i>Recommended Action</i>
----------------------	------------------------------	---------------------------

Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications, if needed.

END OF THIRTY-SIX MONTHS

Performance Level

<u><i>Urban Service</i></u>	<u><i>Special/Rural Service</i></u>	<u><i>Recommended Action</i></u>
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider will continue service, with Modifications if needed
20% or more	10% or more	Provider will continue service, with Modifications if needed

MERCED COUNTY UNMET TRANSIT NEED AND REASONABLE TO MEET DEFINITIONS

Unmet Transit Need:

An **unmet transit need** is an inadequacy in the existing public transit services for persons recognized as transit-dependent in Merced County.

Reasonable to Meet:

An unmet transit need that meets the definition above and meets **all** the following criteria shall be considered reasonable to meet:

Minimum requirements:

1. **Feasibility** - The proposed transit service can be achieved safely and will not violate local, state, and federal law.
2. **Funding** - The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.
3. **Equity** - The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

Other areas for consideration:

4. **Community Acceptance** - There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.
5. **Potential Ridership** – The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet “new service” ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.
6. **Cost Effectiveness** – Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

STAFF REPORT

SUBJECT: Unmet Transit Needs Public Hearing

RECOMMENDED ACTION: Action

SUMMARY:

Each year, pursuant to state law, as the Regional Transportation Planning Agency the San Joaquin Council of Governments (SJCOG) must identify any unmet transit needs that may exist in San Joaquin County. If needs are found, SJCOG must determine whether those needs are reasonable to meet. State law requires SJCOG to ensure that reasonable needs are met before Transportation Development Act (TDA) funds are allocated to local jurisdictions for non-transit purposes.

The unmet transit needs assessment requires SJCOG to meet the following requirements:

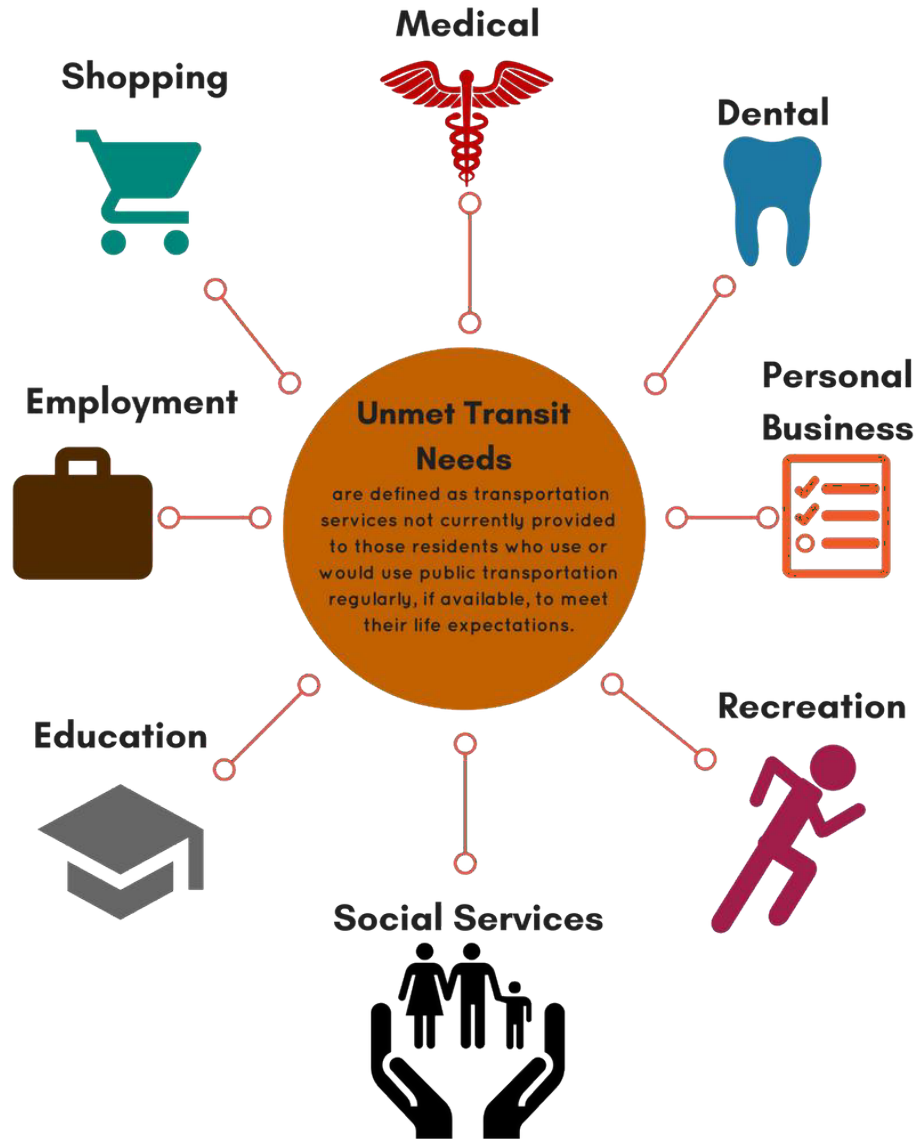
1. Ensure that several factors have been considered in the planning process, including:
 - a. Size and location of groups likely to be dependent on transit,
 - b. Adequacy of existing services and potential alternative services
 - c. Service improvements that could meet all or part of the travel demand.
2. Hold a public hearing to receive testimony on unmet needs.
3. Define the terms "unmet transit needs" and "reasonable to meet."
4. Adopt a finding regarding unmet transit needs and allocate funds to address those needs, if necessary, before street and road TDA allocations.

RECOMMENDATION:

SJCOG staff recommend that the SSTAC Chair open the public hearing to receive unmet transit needs comments, and then close the public hearing with no further action necessary at this time.

BACKGROUND:

At the request of the SSTAC, SJCOG formed a subcommittee to review the adopted definitions of "unmet transit need" and "reasonable to meet" in September 2017. The updated definitions as proposed by the subcommittee and adopted by the Board in February 2018, are as follows:



An unmet transit need that meets the definition above, and meets all the following criteria, shall be considered **reasonable to meet**:



Within the definition, an unmet transit need cannot be found unreasonable solely based upon economic feasibility.

DISCUSSION:

The COVID 19 pandemic has caused a lot of uncertainty among transit riders, therefore, to ensure San Joaquin County residents are provided an opportunity to voice their transit needs, SJCOG has increased the modes in which residents can participate in the Unmet Transit Needs (UTN) assessment. SJCOG staff have laid out the following tasks to ensure widespread input is gathered:

- Extended the public comment period from December 31st, 2020 to January 31st, 2021.
- Created a new email address, UTN@SJCOG.ORG to receive UTN comments year-round.
- Published the December 3rd, 2020 UTN Public Hearing notice in 6 local newspapers, including a Spanish newspaper.
- Made available both an online and printable (English and Spanish) UTN Survey.
- Conducted informational UTN PowerPoint presentations to various community groups.
- Held a Public Hearing at the December 2020 SJCOG Board Meeting.

NEXT STEPS:

- SJCOG will collect comments until January 31, 2021
- SJCOG and SSTAC members will analyze all comments to determine if any are considered unmet transit needs that are reasonable to meet
- Board adoption of UTN findings in Spring 2021

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

From KCAG's SSTAC 1.28.2021 Agenda

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:
 - 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
 - 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
 - 3) The proposed transit service has community support from the general public, community groups, and community leaders.
 - 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
 - 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
 - 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
 - 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

Analysis of Comments Received During the FY 21/22 Unmet Transit Needs Process

Comment #	Agency Affiliation	Transit Service/Jurisdiction	Public Comments	Is it an "Unmet Transit Need"	If identified as an "Unmet Transit Need", is it "Reasonable to Meet"	Notes
Comments submitted via phone						
1	City of Madera	Madera Metro	A bus stop is needed at Roosevelt and Olive across from Sierra Vista Elementary.			
2	City of Madera	Madera Metro	There is currently a bus stop on Sunrise between A and Vineyard, a bus shelter is needed for shade and protection from inclement weather.			
3	City of Madera	Madera Metro	There is currently a bus stop at Olive and Martin near Planet Fitness, a bus shelter is needed for shade and protection from inclement weather.			
Comments submitted via public comment email						
4	County	MCC/Eastern Madera County	Why isn't YARTS year-round on HWY 41? We live in Coarsegold, near YLP. If you don't have a car, unable to get to Oakhurst or Fresno.			
Comments submitted via Unmet Transit Needs Online Survey						
5	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	More on-time schedules.			
6	ALL	Madera Metro, DAR, Chowchilla Area Transit, Madera County Connection	Not being skipped by dial-a-ride			
Comments from Leadership Counsel for Justice and Accountability						
7	City of Madera	Madera Metro	Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.			

8	ALL	ALL	Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.
9	County	County	Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.
10	City of Madera	Madera Metro	Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.
11	County	County	Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.
12	ALL	ALL	Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.

13 Madera County Connection MCC/Eastin Arcola-Ripperdan-La Vina Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.

14 Madera County Connection MCC/Chowchilla-Fairmead Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

15 Madera County Transportation Commission Madera County Transportation Commission Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.



April 21, 2021
Madera County Transportation Commission
2001 Howard Rd, Ste 201
Madera, CA 93637

Submitted electronically via email to: publiccomment@maderactc.org

Re: Comments on Unmet Transit Needs in Madera County

Dear Commissioners Rodriguez, Wheeler, Ahmed, Frazier, Gallegos, and Poythress,

I am writing regarding the unmet transit needs hearing process. Our organization continues to hear from residents in Fairmead, La Viña, the City of Madera, and other communities in Madera County whose transit needs remain unmet by this agency, despite our participation in this process for the past several years. In this letter, we will list the unmet transit needs that residents have elevated to us in the past few months and request additional information from this agency regarding use of transportation and transit funding. Attached alongside this letter, I have also resubmitted our comment letters from the last two years' unmet transit needs survey process regarding unmet transit needs and comments regarding this process that we have elevated in previous years, which remain unaddressed by MCTC.

We are grateful for the opportunity to participate in this important public process and ask that the feedback we have received from community members on the ground be incorporated so that all Madera County residents have access to reliable, equitable, and affordable public transportation.

I. Unmet Transit Needs

In conversations with residents from the City of Madera, La Vina, and Fairmead in the past few months, community leaders and transit users have highlighted the following unmet transit needs:

- A. Transit users in the City of Madera report up to one hour wait times for buses on occasion, and expressed the need for routes in the City of Madera to run more frequently.
- B. Residents and transit users report a need to expand rate assistance programs to provide free rides to people who are unable to pay their bus fare but who have transit needs nonetheless. This need was raised during the COVID-19 pandemic, during which many transit users have experienced additional financial hardships.
- C. Residents and transit users report a need for street lighting in La Vina and Fairmead to ensure transit users' first and last miles are safely lit.
- D. Residents and transit users continue to elevate the need for wastebaskets at bus stops in the City of Madera.



- E. Residents and transit users in unincorporated communities have identified streets that need repavement and clean mobility infrastructure like sidewalks, crosswalks, and street lighting in order to facilitate their first and last miles, and thus, their use of public transit. A few examples that were elevated in our conversations were sidewalks and street lighting along Avenue 9 and within the subdivision of homes located in La Vina, and road repavement to Rd 26 in Madera Acres, Rd 29 in Parksdale, and Valerie Avenue in Madera Acres.
- F. Resident and transit users report the need for electronic bus signs on buses and at bus stops. At bus stops, an electronic sign should indicate the estimated time of arrival of the bus and its destination along its current route, and electronic signs on the buses should confirm the direction in which the bus is travelling along its route with its final destination. Residents report that this will greatly improve the user-friendliness of public transit in Madera County and encourage ridership.
- G. Residents and transit users in La Vina continue to elevate the need for more frequent routes between La Vina and the City of Madera. Currently, the bus only runs on Wednesdays and Fridays, leaving transit-dependent persons with no other means of transportation without access to basic amenities (including healthcare, food, and other emergency services) most days of the week.
- H. Lastly, residents and transit users in Fairmead have elevated the need to continue working towards installation of a second bus stop in Fairmead. As we understand it, the status of this project is pending collaboration between the Fresno EOC and Madera County Public Works. We ask that MCTC direct these agencies to continue their work on this project as soon as possible, and oversee progress to ensure this project stays on track.

II. Request for Additional Information

Lastly, our organization requests a breakdown of transportation funding (whether from general fund dollars, local tax revenue, grant funding, or any other source of revenue) and expenditures on transportation and transit-related projects during the past two years in Madera County, the City of Madera, and the City of Chowchilla. This will be helpful in order for us to better understand the transportation and transit projects MCTC & other relevant agencies in Madera County have prioritized with the funding that has been available in the last few years.

Thank you in advance for your attention to these comments and to our request for additional information. Please do not hesitate to reach out to me with any questions.

Gratefully,

Madeline Harris
Policy Advocate

APPENDIX C

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING AGENDA – July 15, 2021



Meeting of the Social Services Transportation Advisory Council

LOCATION

Madera County Transportation Commission
Board Room
2001 Howard Road, Suite 201
Madera, California 93637

SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

DATE

July 15, 2021

TIME

10:00

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Fern Facchino	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.

SPECIAL NOTICE

In accordance with Governor Newsom’s Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToWebinar. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

Please register for the GoToWebinar from your computer, tablet, or smartphone:

<https://www.gotomeet.me/MaderaCTC/sstac-meeting-71521>

You can also dial in using your phone.

United States: [+1 \(669\) 224-3412](tel:+16692243412)

Access Code: 421-079-597

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 1:00 pm on July 14, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

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Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

SSTAC meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	Yes	Action
5.	Re-affirm April 1, 2021 agenda items	Yes	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	Re-affirm May 3, 2021 agenda items	Yes	Action
8.	Minutes of the May 3, 2021 SSTAC Meeting	Yes	Action
9.	SSTAC Member Vacancies	No	Discussion
10.	Unmet Transit Needs Definition Worksheet Transit Agencies Data	Yes	Action
11.	Discuss Future Meetings Future Meeting date	Yes	Discussion
12.	Adjournment		

“UNMET TRANSIT NEEDS”

The “Unmet Transit Needs” process is required by State law to be conducted annually. The process is intended to identify those transit needs in the City of Madera, City of Chowchilla, and the County of Madera that are reasonable to meet. Where an unmet transit need is identified by the MCTC Policy Board to be reasonable to meet, the responsible jurisdiction(s) must develop a plan to provide transit service to meet the need within the following year.

Social Service Transportation Advisory Council (SSTAC):

Role:

To forward a recommendation to the MCTC Policy Board regarding transit needs and issues.

Responsibilities:

1. Annually participate in the identification of transit needs in Madera County, including unmet transit needs that may exist within Madera County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by MCTC Policy Board for the area within Madera County which finds by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the MCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Social Services Transportation Advisory Council Rules

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act. The SSTAC serves as an advisory body to the Madera County Transportation Commission (MCTC) regarding the transit needs of residents of the Madera Region, including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.

The SSTAC shall be governed by the following rules.

A. RESPONSIBILITIES

1. Advise MCTC on the following:
 - a. Transit needs of the general public (e.g. hours of service, new bus routes, shorter headways, etc.) including, but not limited to, transit dependent and transit disadvantaged persons such as the elderly, disabled, and persons of limited means.
 - b. Coordination between transit service providers in the region.
 - c. Other issues the membership believes are relevant to transit in the Madera Region (i.e. potential review of transit grant applications, coordination/consolidation of specialized transit services, connections to interregional transit services, etc.)
2. Annually participate in the identification of transit needs in the Madera Region, including unmet transit needs that may exist and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services.
3. Annually review and recommend action by MCTC which finds, by resolution, that:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; and/or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

B. PARTICIPANTS

1. SSTAC meeting participation shall include seven members per statutory guidelines (see Public Utilities Code Section 99238 below):
 - (a) One representative of potential transit users who is 60 years of age or older.
 - (b) One representative of potential transit users who is disabled.
 - (c) Two representatives of local social service providers for seniors, including one

representative of a social service transportation provider, if one exists.

(d) Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.

(e) One representative of a local social service provider for persons of limited means.

(f) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(g) The MCTC Board of Commissioners may appoint additional members in accordance with the procedure in subdivision (b) of Section 99238 of the Government Code.

2. In appointing council members, MCTC shall strive to attain geographic and minority representation among council members.

C. TERM OF OFFICE

1. The term of appointment shall be for three years and may be renewed.

D. VACANCIES

1. A vacancy shall be created when a member: resigns; completes their term of appointment and does not wish to be reappointed; misses three consecutive regular meetings without good cause; or when a member can no longer carry out their responsibilities as a council member.

2. If a member resigns during his/her term, MCTC's Executive Director may fill vacancies, in consultation with the SSTAC or SSTAC Chair, for the remainder of the original term.

3. The MCTC Board of Commissioners approves three-year appointments.

4. All SSTAC positions shall be advertised every three years to either extend the tenure of current positions or appoint new members.

E. ELECTION OF OFFICERS

1. During the first meeting of the calendar year, the council shall elect a Chair and Vice Chair to serve for one year. Upon resignation of an officer, a special election shall be held.

F. DUTIES OF OFFICERS

1. **Chair:** The Chair shall preside at all SSTAC meetings. The Chair may appoint committees, conduct elections to fill the positions of Chair and Vice Chair, prepare and sign correspondence reflecting SSTAC votes or input provided, and may delegate his/her responsibility to sign correspondence. The Chair or his/her designee should report to the MCTC Board of Commissioners on recommendations of the SSTAC.
2. **Vice Chair:** In the absence of the Chair, the Vice Chair shall perform the duties of the Chair.
3. **Secretary:** The Secretary shall be a staff member of MCTC. The Secretary shall provide information and general assistance; take meeting notes for all SSTAC meetings; prepare agendas, SSTAC letters and other correspondence, as requested by the Chair; and prepare and distribute special notices, agenda announcements, staff reports and other materials.

G. ORGANIZATION AND PROCEDURES

1. **Meetings:** The SSTAC shall meet at least twice per year, typically in April. Additional meetings may be held as needed. Alternate times and dates to those scheduled must be agreed upon by a majority of the members in order to carry out the responsibilities described above. The meetings shall be open to the public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) and shall be held at the Madera County Transportation Commission office. If an alternate location is required, it must be an accessible location in order to facilitate the attendance of physically disabled members of the SSTAC and the community in general. In the event both the Chair and Vice Chair are absent, the majority of a quorum may appoint a presiding officer for that meeting.
2. **Quorum:** A quorum shall constitute one-half (1/2) plus one (1) of the current membership.
3. **Voting:** Actions are generally taken by consensus of all participants. If a vote is required, it shall be by a voice vote unless any member requests a roll call vote. Where a vote is taken, passage requires four votes.
4. **Limitation of Discussion:** Discussion on any matter by council members or the general public may be limited to such length of time as the Chair may deem reasonable under the circumstances.
5. **Conduct of Meetings:** Meetings are generally to be conducted in accordance with the principles of Robert's Rules of Order.

6. **Meeting Notes:** Meeting notes recording the members and visitors present, motions entertained, and actions taken at each meeting shall be prepared by MCTC staff and posted on the MCTC website.
7. **Rules:** These rules may be amended by a majority vote of the SSTAC members and subsequent approval by the MCTC Board of Commissioners.
8. **Communications:** Official communications shall be in writing and shall be approved by the SSTAC or SSTAC Chair. Official communications approved by the SSTAC Chair shall be shared with the SSTAC as soon as reasonably practical. The Chair, or his/her designee, should make presentations to the MCTC Board for unmet transit needs findings.

Approved by MCTC Policy Board on March 18, 2020.



Regular Meeting of the Social Services Transportation Advisory Council

LOCATION

Webinar

Please join my meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---april-1-2021>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 496-116-213

DATE

April 1, 2021

TIME

1:30

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of the Local Social Service Providers for Seniors
Ellen Moy	Representative of the Local Social Service Providers for Seniors
Vacant	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Provider for Disabled
Vacant	Local Social Service Provider for Persons of Limited Means

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RECORD OF THE MEETING

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Agenda

Item	Description	Enclosure	Action
1	Introductions		
2	Public Comment		
3	Minutes of the May 27, 2020 SSTAC Meeting	Yes	Approve
4	New Member Orientation: Roles and responsibilities Handout	Yes	Discussion
5	Election of Officers	No	Discussion
6	SSTAC Member Vacancies Outreach for Vacancies Categories: (1) Potential Transit User Who Is Disabled; (2) Representative of the Local Social Service Provider for Disabled; (3) Local Social Service Provider for Persons of Limited Means	Yes	Discussion
7	Unmet Transit Needs Definition Review MCTC's definition and other agencies definition	Yes	Accept or Amend
8	Quarterly Meetings for FY 2021-2022 Proposed schedule	Yes	Discussion
9	Anticipated Comments Comments received from FY 2020-21	Yes	Discussion
10	Discuss Future Meetings Unmet Needs Public Hearing – April 17, 2021 SSTAC Meeting – April 26		

Social Service Transportation Advisory Council

MINUTES

DATE

Thursday, April 1, 2021

The regular meeting of the Social Service Transportation Advisory Council held Thursday, April 1, 2021 via GoToWebinar and was called to order by MCTC Staff Evelyn Espinosa at 1:35 .

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Annie Self, Representative of the Local Social Service Provider for Disabled, City of Madera
Pamela Mashack, Potential Transit User 60 Years or Older

STAFF PRESENT:

Dylan Stone, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Nicholas, Dybas, Madera County Transportation Commission

VISITORS PRESENT:

Anabelle Miranda, Madera County Workforce Development
Robin Roman, Public transportation Representative, City of Chowchilla
David Huff, Public transportation Representative, City of Madera

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. Minutes of the May 27, 2020 SSTAC Meeting

The minutes were approved.

IV: New Member Orientation

The roles and responsibilities Handout was read out to the council members.

V: Election of Officers

The representative for the Potential Transit User 60 Years or Older was elected Chairwoman.

V: SSTAC Member Vacancies

The flier for the SSTAC Member vacancies was included in the packet. An update about the interested individual/agency in the vacancies was shared with the council. Conversation to place current representatives of the Local Social Service Providers for Seniors to a new category for Local Transit Providers took place.

VII: Unmet Transit Needs Definition Review

The Council decided to continue using the same definition for this cycle while reconvening the SSTAC as many times as necessary to reassess the definition and reasonable to meet standards.

VIII: Quarterly Meetings for FY 2021-2022

The proposed schedule was shared with the council. This is a new quarterly schedule which expanded from two meetings per year to four meetings per year.

IX: Anticipated Comments

Comments received from the FY 2020-21 Unmet Transit Needs cycle were shared with the council for their information and the two comments received for this Unmet Transit Needs cycle were also shared.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE MEETING WAS ADJOURNED
AT 2:45 PM

Social Service Transportation Advisory Council

MINUTES

DATE

Wednesday, June 1, 2020

The regular meeting of the Social Service Transportation Advisory Council held Wednesday, June 1, 2020 via teleconference was called to order by MCTC Staff Amelia Davies at 10:30 AM.

MEMBERS PRESENT

Ellen Moy, Representative of the Local Social Service Providers for Seniors, Madera County
Rosalind Esqueda, Representative of the Local Social Service Providers for Seniors, Fresno EOC
Sophia Aguilar, Local Social Service Provider for Persons of Limited Means, Madera County
Workforce Development

STAFF PRESENT:

Amelia Davies, Madera County Transportation Commission
Evelyn Espinosa, Madera County Transportation Commission
Annie Self, Madera Metro, MV Transportation, transportation provider with the City of Madera
Ivette Iraheta, City of Madera
Michelle Avalos, City of Madera.

VISITORS PRESENT:

None.

I: Introductions

The purpose of this meeting is to go over the comments directed to the City of Madera and to have a recommendation to forward to the MCTC Board.

II: Public Comment

No public comment received.

III. Chair and vice chair officer elections

Delayed.

IV: Minutes

Approved.

V: Unmet Transit Needs Response to Comments

Comments for the City of Madera were reviewed.

VI: Recommendation to the MCTC Board

- SSTAC recommendation: In agreement that there are unmet transit needs but they are not reasonable to meet at this point.

VII: Future meetings

None scheduled.

VIII: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11: 35 AM



Meeting of the Social Services Transportation Advisory Council

LOCATION

Madera County Transportation Commission
Board Room
2001 Howard Road, Suite 201
Madera, California 93637

SPECIAL NOTICE: Precautions to address COVID-19 (a.k.a the “Coronavirus”) will apply to this meeting. See below Special Notice for additional details.

DATE

May 3, 2021

TIME

11:00 AM

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL MEMBERS

Pamela Mashack	Potential Transit User 60 Years or Older
Rosalind Esqueda	Representative of a Transit Provider
Ellen Moy	Representative of a Transit Provider
Anabel Miranda	Local Social Service Provider for Persons of Limited Means
Frank Simonis	Potential Transit User Who Is Disabled
Annie Self	Representative of the Local Social Service Provider for Disabled
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Providers for Seniors
Vacant	Representative of the Local Social Service Provider for Disabled

Representatives or individuals with disabilities should contact MCTC at (559) 675-0721 at least three (3) business days in advance of the meeting to request auxiliary aids or other accommodations necessary to participate in the public meeting.

SPECIAL NOTICE

In accordance with Governor Newsom’s Executive Order N-29-20, the Madera County Transportation Commission (MCTC) Board Room will be closed, and the Policy Board Members and staff will be participating in this meeting via GoToMeeting. In the interest of maintaining appropriate social distancing measures, members of the public may participate in the meeting electronically and shall have the right to observe and offer public comment during the meeting.

You are strongly encouraged to participate by joining the meeting from your computer, tablet, or smartphone.

Please register for the GoToMeeting from your computer, tablet, or smartphone:

<https://www.gotomeet.me/MaderaCTC/sstac-meeting---may-3-2021>

You can also dial in using your phone.

United States: +1 (872) 240-3212

Access Code: 217-420-277

For participation by teleconference only, please use the above phone number and access code. If you participate by teleconference only, you will be in listen-only mode.

If you wish to make a comment on a specific agenda item during the meeting, please use the “Raise Hand” feature in GoToWebinar and you will be called on by the chair during the meeting. If you are participating via telephone only, you can submit your comments via email to publiccomment@maderactc.org or by calling 559-675-0721 **no later than 4:00 pm on April 30, 2021**. Comments will be shared with the Social Services Transportation Advisory Board Council and placed into the record at the meeting. Every effort will be made to read comments received during the meeting into the record, but some comments may not be read due to time limitations. Comments received after an agenda item will be made part of the record if received prior to the end of the meeting.

AGENDA

At least 72 hours prior to each regular MCTC Social Services Transportation Advisory Council meeting, a complete agenda packet is available for review on the MCTC website at <http://www.maderactc.org> or at the MCTC office, 2001 Howard Road, Suite 201, Madera, California 93637. All public records relating to an open session item and copies of staff reports or other written documentation relating to items of business referred to on the agenda are on file at MCTC. Persons with questions concerning agenda items may call MCTC at (559) 675-0721 to make an inquiry regarding the nature of items described in the agenda.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meeting unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 18 durante horas de oficina.

MEETING CONDUCT

If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Board may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

RECORD OF THE MEETING

SSTAC meetings are recorded. Copies of recordings are available upon request, or recordings may be listened to at the MCTC offices by appointment.

Agenda

Item	Description	Enclosure	Action
1.	Call to order		
2.	Public Comment		
3.	New Member Orientation Roles and responsibilities Handout SSTAC Bylaws	Yes	Discussion
4.	Election of Officers	No	Action
5.	Re-affirm April 1, 2021 agenda items	No	Action
6.	Minutes of the April 1, 2021 SSTAC Meeting	Yes	Action
7.	SSTAC Member Vacancies	No	Discussion
8.	Unmet Transit Needs Definition	Yes	Discussion
9.	Comment Review and Recommendation to the MCTC Policy Board	Yes	Action
10.	Discuss Future Meetings Appoint Representative to attend MCTC's Board Meeting, May 19, 3 pm. Discuss Future Meeting Date	No	Discussion
11.	Adjournment		

Social Service Transportation Advisory Council

MINUTES

DATE

Monday, May 3, 2021

The regular meeting of the Social Service Transportation Advisory Council held Monday, May 3, 2021 via GoToMeeting was called to order by MCTC Staff Evelyn Espinosa at 11:10 am. This meeting had no quorum.

MEMBERS PRESENT

Frank Simonis, Potential Transit User Who is Disabled
Ellen Moy, Representative of a Transit Provider
Rosalind Esqueda, Representative of a Transit Provider
Anabel Miranda, Local Social Service Provider for Persons of Limited Means
Annie Self, Representative of the Local Social Service Provider for Disabled

STAFF PRESENT:

Evelyn Espinosa, Madera County Transportation Commission
Dylan Stone, Madera County Transportation Commission
Jeff Findley, Madera County Transportation Commission
Troy McNeil, Madera County Transportation Commission
Nicholas Dyvas, Madera County Transportation Commission
Sandy Ebersole, Madera County Transportation Commission

VISITORS PRESENT:

No visitors at this meeting.

I: Introductions

Evelyn Espinosa called the meeting to order and led introductions.

II: Public Comment

No public comment received.

III. New Member Orientation

The Roles and Responsibilities of the Social Services Transportation Advisory Council (SSTAC) and the SSTAC Bylaws were shared.

IV: Election of Officers

Frank Simonis was selected to be Vice-Chair.

V: Re-affirm April 1 Agenda Items

Due to lack of quorum, it could not be re-affirmed.

VI: April 1 Minutes Approval

Due to lack of quorum, the minutes could not be approved.

VII: SSTAC Member Vacancies

The Council was informed of the vacancies and the outreach to fill them and asked for suggestions. One of the members offered ideas. Staff will follow up with him about those.

VIII: Unmet Transit Needs Definition

Definitions from other agencies were included in the packet for reference. Staff suggested to work with the transit agencies via the Quarterly Transit Meetings to provide the data that would facilitate understanding what is “Reasonable to meet” part of the conversation and present it to the SSTAC members. The Council agreed that this would be a reasonable approach.

IX: Comment Review and Recommendation to the MCTC Policy Board

Comments were reviewed one by one. Of the 15 comments discussed, only one was found to be a unmet transit need which was not reasonable to meet due to cost-effectiveness. Due to a lack of quorum there was no recommendation forwarded to the MCTC Policy Board.

X: Future meetings

Staff will send out a poll to set the date for a future meeting.

XI: Adjournment

THERE BEING NO FURTHER BUSINESS OF THE SOCIAL SERVICES TRANSPORTATION ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 12:30 AM.

Unmet Transit Needs Definition Worksheet

Current definition: "The Madera County Transportation Commission has determined that its definition of the term "unmet transit needs" includes all essential trip requests by transit-dependent persons for which there is no other convenient means of transportation, and the Commission has determined that its definition of the term "reasonable to meet" shall apply to all related public or specialized transportation services that:

- (1) are feasible;
- (2) have community acceptance;
- (3) serve a significant number of the population;
- (4) are economical; and
- (5) can demonstrate cost effectiveness

by having a ratio of fare revenues to operating cost at least equal to 10 percent, and the Commission has determined that its definition of the term "reasonable to meet" shall also apply to all service requests which do not abuse or obscure the intent of such transportation services once they are established."

Table 1. Reasonable to meet criteria

Criteria Categories	Criteria Examples	Revised Criteria
FEASIBILITY	<p>The proposed service can be provided with available TDA funding (per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.)</p> <p>Sufficient ridership potential exists for the new, expanded, or revised transit service.</p> <p>The proposed service can be provided with the existing fleet or under contract to a private provider.</p> <p>The proposed transit service can be achieved safely and will not violate local, state, and federal law.</p>	
OPERATIONAL FEASIBILITY	<p>The new, expanded, or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.</p> <p>The system can be implemented safely and in accordance with local, state, and federal laws and regulations.</p>	
COMMUNITY ACCEPTANCE	<p>The proposed service has community acceptance and/or support as determined by the unmet needs public outreach process,</p> <p>There needs to be demonstrated interest of citizens in the proposed transit service such as multiple comments or petitions.</p> <p>The proposed transit service has community support from the general public, community groups, and community leaders.</p>	

Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.

POPULATION

EQUITY

Will benefit, either the general public or the elderly and disabled population as a whole. Cannot be provided for a specific subset of either of these groups.

The proposed service will not require reductions in existing transit services that have an equal or higher priority.

The proposed service will require a subsidy generally equivalent to other similar services.

The proposed transit service will benefit the general public, with particular consideration for those who rely on public transportation, seniors, and disabled persons, within the meaning of Title VI or other similar assessments.

The proposed new or additional service will benefit the general public, residents who use or would use public transportation regularly, the senior population, and persons with disabilities; including assessments based on title IV or other similar information where available.

Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

ECONOMICAL

FUNDING

The proposed transit service will not cause the transit operator to incur expenses greater than the maximum allocation of Transportation Development Act Local Transportation Funds.

New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.

ADA CONFORMITY

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

**COST-
EFFECTIVENESS**

Unless the proposed transit service is eligible for a two-year exemption period, it must not reduce the ability of the overall transit system service to meet minimum fare box return requirements as stated in the Transportation Development Act statutes or established by Merced County Association of Governments.

The proposed new or additional transit service will not affect the ability of the overall system of the implementing agency or agencies to meet the applicable transit system performance objectives or the state farebox ratio requirement after the exemptions period, if the service is eligible for the exemption.

PERFORMANCE

The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

The proposed service can meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Tulare County.

The estimated number of passengers to be carried will be in the range of similar services, and/or, the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.

New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.

TIMING

The proposed service is in response to an existing rather than future transit need.

The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

**POTENTIAL
RIDERSHIP**

The proposed transit service will not reduce the existing level of transit service and will comply with safety, security and maintenance requirements. The proposed transit service will meet "new service" ridership performance standards established for the transit operator in its agency planning documents. Measurement of ridership performance may include assessing passengers per hour and passengers per mile.

The proposed transit service will maintain new service ridership performance measures of the implementing agency or agencies, as defined by the SSTAC.

There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.

APPENDIX D

RECOMMENDATION TO THE MCTC BOARD FROM SSTAC

Social Service Transportation Advisory Council

Commission Members

•

Chairman
Jose Rodriguez
County of Madera

•

Vice Chairman
Tom Wheeler
Madera County

•

Cecilia Gallegos
Madera County

•

Brett Frazier
Madera County

•

Robert
Poythress
Madera County

•

Waseem Ahmed
City of Chowchilla

July 21, 2021

Jose Rodriguez, Chairman
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

SUBJECT: SSTAC FY 2021/22 “Unmet Transit Needs” Recommendation

Dear Chairman Rodriguez:

It is with great pleasure that the Social Service Transportation Advisory Council (SSTAC) again makes a recommendation to the Madera County Transportation Commission concerning potential Unmet Transit Needs in Madera County. The SSTAC in weeks prior to the public hearing to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Madera County was received at the “Unmet Transit Needs” Public Hearing on April 21, 2021. The SSTAC met again the week following the public hearing to discuss potential transit issues. Based on the testimony and written comments received our recommendations to the Commission are as follows:

The MCTC staff and SSTAC considered the hearing testimony and written comments and recommend the Commission find the following:

1. That the Madera County Transportation Commission finds that there are no unmet transit needs that are reasonable to meet in FY 2021/22 within the jurisdiction of the City of Madera, City of Chowchilla, and County of Madera.

The Madera Metro and the Madera Dial-A-Ride provide transportation services that cover the entire city of Madera.

The Chowchilla Area Transit Express (CATX) provides transportation services that cover the entire city of Chowchilla.

The Madera County Connection (MCC) provides inter-city transportation from Chowchilla, Fairmead, Madera, La Vina, Madera Ranchos and Eastern Madera County to Children’s Hospital Central California where a connection can be made to Fresno via the Fresno Area Express (FAX).

The Senior Bus Program and the Escort Service provides transportation to the Eastern Madera County communities including the newly developed Eastern Madera County Escort Program transit service to Raymond. This service is provided on Wednesdays from 8:30am to 4:30pm.

2. Maintain existing transit systems in Madera County: Madera Transit System (Madera Metro and Dial-A-Ride) in the City of Madera; Madera County Connection; Chowchilla Area Transit Express; Eastern Madera County Escort Service; and Eastern Madera County Senior Bus.

MCTC
Executive Director
Patricia Taylor
2001 Howard Rd. Suite 201
Madera, CA 93637
(559) 675-0721
(559) 675-9328 FAX

Staff and SSTAC recommend that the current public transit systems continue to operate in Madera County. The existing transit systems meet an existing need for public transit services in the county. The existing systems are:

- Madera Transit System - City of Madera (Dial-A-Ride and Madera Metro);
- Chowchilla Area Transit Express - City of Chowchilla;
- Eastern Madera County Escort Service; and Eastern Madera County Senior Bus;
- Madera County Connection

Sincerely,

FRANK J. SIMONIS

Frank Simonis, Chair
Social Service Transportation Advisory Council