

Social Services Transportation Advisory Council (SSTAC)
and Coordinated Plan Committee

MEETING AGENDA
August 11, 2020
Tulare County Association of Governments
CALL-IN ONLY
Dial: 877-858-5743
Passcode: 609873
10:00 a.m.

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, including auxiliary aids, translation requests, or other accommodations, or to be able to access this agenda and documents in the agenda packet, please contact the TCAG office at 559-623-0450 at least 3 days prior to the meeting.

PUBLIC COMMENTS:

This portion of the meeting is reserved for persons wishing to address the Council on items within its jurisdiction but not on this agenda. Unscheduled comments are limited to 3 minutes.

Note: Prior to action by the Council on any item on this agenda, the public may comment on that item.

ITEMS FOR ACTION AND DISCUSSION:

- I. Welcome & Introductions**
- II. Action: Approval of Minutes**
 - a. May 12, 2020 (Pages 4-5)
- III. 2019-20 Unmet Transit Needs Follow-up**
- IV. Discussion: Proposed Revisions to TCAG Unmet Transit Needs Criteria**

See attached draft. (Pages 6-8)
- V. Transit Provider Updates (includes COVID-19 Updates)**
 - a. Visalia Transit
 - b. Dinuba Area Regional Transit (DART)
 - c. Tulare Intermodal Express (TIME)
 - d. Porterville Transit
 - e. Tulare County Area Transit (TCaT)

VI. Social Service Provider Updates

- a. Optional updates from those in attendance

VII. Other Items/Future Agenda Item Requests

VIII. Adjourn. The next meeting is scheduled for November 10, 2020 at the Tulare County Association of Governments' Office, 210 N. Church St., Suite B, Visalia, CA, 93291 at 10:00 a.m.

**Social Services Transportation Advisory Council (SSTAC) Members
for the
Tulare County Regional Transportation Planning Agency (TCAG)**

Dan Fox ² – Chair	Representative of Potential Transit User 60 Years of Age or Older
Rebecca Donabed- Vice Chair ³	Representative of Potential Transit User who is Disabled
<i>Vacant</i>	Representative of a Local Social Service Provider for Seniors/Social Service Transit Provider
John Mauro ²	Representative of a Local Social Service Provider for Seniors/Social Service Transit Provider
Mark Michaelian ¹	Representative of a Local Social Service Provider for the Disabled/Social Service Transit Provider
Norma Verduzco ¹	Representative of a Local Social Service Provider for the Disabled/Social Service Transit Provider
Albert Cendejas ¹	Representative of a Local Social Service Provider for Persons of Limited Means
Teresa Ortega ³	Transit Operator Representative
Angelina Soper ²	Transit Operator Representative
Carlos Garza ²	Representative of Potential Transit Users from Local Youth

¹ indicates term ending June 30, 2021

² indicates term ending June 30, 2022

³ indicates term ending June 30, 2023

SSTAC Chair – term ending June 30, 2021

SSTAC Vice Chair – term ending June 30, 2021

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TCAG Transit Staff

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OFFICE ADDRESS

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Tulare County Association of Governments
Social Services Transportation Advisory Council
May 12, 2020
ATTENDANCE LIST

Representative of potential transit user 60 years of age or over	Dan Fox - Chair (P)
Representative of potential transit user who is disabled	Rebecca Donabed (P)
Representative of local social service provider for seniors/social service transportation provider	Violeta Tapia (A)
Representative of local social service provider for seniors/social service transportation provider	John Mauro (A)
Representative of local social service provider for the disabled/social service transportation provider	Mark Michaelian (P)
Representative of local social service provider for the disabled/social service transportation provider	Norma Verduzco (P)
Representative of local social service provider for persons of limited means	Albert Cendejas (A)
Transit Operator Representative	Teresa Ortega (P)
Transit Operator Representative	Angelina Soper (P)
Resources for Independence Central Valley Representative	Mary Wheeler (A)
Representative of potential transit users from local youth	Carlos Garza (P)

Others Present: Albert Barragan, Tulare County; Caleb Bowman, City of Visalia; Steve Bonville, City of Tulare; Rich Tree, City of Porterville; George Avila and Jackie Lopez, City of Dinuba; Greg Gomez, TCAG Board
TCAG Staff: Elizabeth Forte, Maria Garza

SUMMARY MEETING MINUTES

Public Comments

No public comments.

I. Welcome & Introductions

The Social Services Transportation Advisory Council (SSTAC) was called to order by Chair Fox at 10:05 a.m. on May 12, 2020. Persons in attendance noted presence over the phone.

II. Action: Approval of Meeting Minutes

Minutes for May 14, 2019, August 13, 2019, November 12, 2019, and February 11, 2020 were approved upon a motion by Member Donabed and second by Member Soper. Member Verduzco abstained and the remaining votes were unanimous.

III. Action: Adoption of Meeting Schedule for 2020-2021

The meeting schedule for 2020-2021, as presented in the meeting agenda, were approved unanimously upon a motion by Member Donabed and second by Member Fox.

IV. Action: Election of Chair and Vice Chair for 2020-2021

Members Fox and Donabed were unanimously approved as Chair and Vice Chair, respectively, for the 2020-2021 year upon a member by Member Michaelian and a second by Member Ortega.

V. Action: Unmet Transit Needs Review and Recommendations

The Council reviewed Unmet Transit Needs.

One request was determined to be an unmet transit need reasonable to meet. If approved by the TCAG Board per the recommendation, Visalia and Tulare County will be required to accommodate a no-cost transfer for riders in the northeast part of Visalia along East Houston Avenue. Visalia Transit ceased service on a portion of East Houston Avenue east of Santa Fe because that area is already served by the County's Route 30. Travel from this area to another within the city limits now requires a paid transfer. Also, residents may not be aware that TCaT service is available in that area and that should be remedied as well. The two agencies have been in discussion on this issue for some time but it will now be required as part of the Unmet Needs process.

Several other items of discussion occurred. The City of Tulare will ensure Spanish translation is available for communications with dispatch. Visalia will look at service along Ben Maddox between Walnut and Caldwell. Visalia will report on Route 7 issues. There were several unmet needs requests for putting Route 7 back the way it was before January's route changes. Visalia Transit has worked with some riders on route planning due to the changes and will provide updates to the SSTAC. The Council was concerned; the comments on Route 7 were primarily from Spanish-speaking women and they expressed great difficulty with the changes.

It was noted that two-thirds of comments came in Spanish, and three-quarters from women. It was also noted that greater effort should be made to reach out to commenters who did not provide enough information to address their transit request or to consider as an unmet need due to lack of detail. TCAG staff will reach out to commenters, including the Facebook comments in Spanish.

VI. Transit Provider Updates

None, due to time constraints and discussion prior in the meeting.

VII. Social Service Provider Updates

None

VIII. Other Items/Future Agenda Item Requests

None

IX. Adjourn

Attachment A

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 to 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 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.

END OF TWELVE MONTHS OF SERVICE

Performance Level

<u>Urban Service</u>	<u>Special/Rural Service</u>	<u>Recommended Action</u>
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

<u>Urban Service</u>	<u>Special/Rural Service</u>	<u>Recommended Action</u>
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>Urban Service</u>	<u>Special/Rural Service</u>	<u>Recommended Action</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