



**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING
STANCOG BOARD ROOM
1111 I STREET, SUITE 308
MODESTO, CA
June 1, 2010
8:30 AM**

California Brown Act Requires:

This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans With Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Cindy Malekos at (209) 525-4600 during regular business hours, at least twenty-four hours prior to the time of the meeting.

Notice Regarding Non-English Speakers:

Pursuant to California Constitution Article III, Section IV, establishing English as the official language for the State of California, and in accordance with California Code of Civil Procedures Section 185, which requires proceedings before any State Court to be in English, notice is hereby given that all proceedings before the StanCOG Policy Board shall be in English and anyone wishing to address the Board is advised to have an interpreter or give StanCOG a 48 hour notice so that StanCOG can provide an interpreter from any language not English into the English language.

PUBLIC COMMENTS

Matters not on the posted agenda may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee will be limited to five minutes or the discretion of the Chair.

Questions: Contact Cindy Malekos at (209) 525-4600.

AGENDA

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENTS**
The public may comment on each item on the agenda as it arises.
- 3. DISCUSSION/ACTION ITEMS**
 - A. Motion to Approve SSTAC's Committee Meeting Minutes of May 4, 2010**
 - B. Motion to Approve FY 2010/11 Unmet Transit Needs Identification and Analysis Report and Making a Determination and Finding of Unmet Transit Needs that are Reasonable to Meet for Fiscal Year 2010/11**
 - C. Motion to Elect FY 2010/11 SSTAC Chair and Vice Chair**
 - D. Notice of Call for Projects Job Access Reverse Commute (JARC) and New Freedom (NF) for FFY 2006, 2007, 2008**
- 4. INFORMATION ITEMS**
 - A. City of Modesto to Discuss MAX/MADAR Proposed Policy Changes**
- 5. TRANSIT MANAGER'S REPORT**
- 6. COMMENTS FROM COUNCIL MEMBERS**

7. EXECUTIVE DIRECTOR'S REPORT

8. ADJOURN

Next Regularly Scheduled SSTAC Meeting:

JULY 6, 2010 (TUESDAY) @ 8:30 AM

STANCOG BOARD ROOM

1111 I STREET, SUITE 308

MODESTO, CA

City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

**SOCIAL SERVICES TRANSPORTATION ADVISORY
COUNCIL (SSTAC) MEETING**

**StanCOG Board Room
1111 I Street, Suite 308
Modesto, California**

Minutes of May 4, 2010

MEMBERS PRESENT: Tom Truax (DMC Foundation); Misty Ridenour (Howard Training Center); Terry Plett (DRAIL); George Sharp (DRAIL); Sandra Williams (StanWORKS); Bertha Burrell-Greene(COA); Simona Rios (Catholic Charities)

ALSO PRESENT: Brad Christian (Stanislaus County); Scott Medeiros (City of Turlock); Bill Latham (City of Modesto); Janet Jaramillo (Caltrans); Donna Bridges (ROTA); Rosa Park, Debbie Molloy, Robin Whitehead (StanCOG)

1. CALL TO ORDER

Tom Truax called the meeting to order at 8:34am.

2. PUBLIC COMMENTS

3. DISCUSSION/ACTION ITEMS

A. Motion to Approve SSTAC's Committee Meeting Minutes of April 6, 2010

Tom Truax requested one change to the April minutes in that he called the meeting to order and not Terry Plett.

By Motion (Misty Ridenour/Bertha Burrell-Greene), and unanimous vote, the Council approved the minutes of 4-6-2010.

B. Motion to Recommend Release of the Request for Proposal (RFP) for the Implementation of a Consolidated Transportation Services Agency (CTSA), Select Consultant, and Negotiate Consultant Contract

Rosa Park updated the SSTAC members that the subcommittee had reviewed and sent over to StanCOG's legal counsel for approval. Legal counsel had reviewed and approved the RFP. Rosa went over the timeline and mentioned that this RFP will go to the Policy Board for approval at the May meeting.

By Motion (Terry Plett/Misty Ridenour), and unanimous vote, the Council approved the recommendation to Release the Request for Proposal (RFP) for the Implementation of a Consolidated Transportation Services Agency (CTSA), Select Consultant, and Negotiate Consultant Contract.

Tom Truax and Simona Rios recused themselves from the vote.

C. Update on Allowable costs Under TDA – To Help Meet Fare Box Ratio Requirements

Rosa Park gave an update on this issue. Terry Plett had asked at the last meeting if the council should ask what is allowable under TDA revenue sources for the operators to claim to help with fare box ratios. Rosa said that the TDA liaison mentioned he would look into this further.

D. Update on RFP Subcommittee and Evaluation Team

Rosa reported that she would be reconvening with subcommittee members to discuss the timeline. She went over the dates on the timeline and asked for availability of members.

4. TRANSIT MANAGER'S REPORTS

Brad Christian (Stanislaus County) reported that ridership is down about 5 ½ % for the year. Waterford Dial-A-Ride's ridership has gone up over 20% despite cutting hours over the last two years. Turlock/Modesto shuttle is up over 11%. The county has received their grant for security cameras and will move forward as of July 1st. Google transit is moving forward in the electronic fare box project and hope to have available in June.

Bill Latham (City of Modesto) reported that the city is in its final stages of staffing the route expansions for August which will focus on the Salida area near Gregori High School and Kaiser. On the 11th the ADA Advisory Transit Committee, which meets twice a year, will meet to discuss two issues. One is to create a formalized written policy for MAX for billing devices and a Dial-A-Ride no show policy and how to approach it in compliance with ADA. The city is working closely with city planning on the CA High Speed Rail project and the Altamont Corridor. Bus maintenance yard is planned to break ground late summer or early fall. The city taxi cab program is a project that the city is working on for late night transportation as well as holidays.

Janet Jaramillo (Caltrans) reported that Barbara Hempstead will be out for two months.

Scott Medeiros (City of Turlock) reported that Turlock has new routes and schedules effective May 5, 2010. Five minutes have been added to the route times to extend services on the four existing routes which will enable buses to get out to the Costco area. The city will monitor ridership and schedule another public input meeting in September. Designing process for the transit hub is in the works and waiting for the federal funding so the city can purchase the property. Once property is purchased then city will go out to bid on the design.

Donna Bridges (ROTA) reported that Dial-A-Ride is up 15% due to fixed routes being eliminated. ROTA has received money from homeland security for cameras in Oakdale and Riverbank, monitors for the police departments that will correspond with the cameras at the high school. As of July 1st the trolleys will be stored at the Riverbank Ammunition Plant and possibly move dispatch to the Ammo Plant as well.

5. COMMENTS FROM COUNCIL MEMBERS

Simona Rios mentioned that GAP will be having a walk and roll-a-thon fundraiser on June 19, 2010. The route will begin at Ralston Towers, continue up I Street to 9th and return down H Street back to Ralston Towers.

6. EXECUTIVE DIRECTOR'S REPORT-None

7. ADJOURNMENT

Chairman Tom Truax adjourned the meeting at 9:31am.

Next Scheduled Meeting:

Tuesday, June 1, 2010 @ 8:30 A.M.

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA

Signed


Minutes prepared by Debbie Molloy, Administrative Technician



City of Ceres • City of Hughson • City of Modesto • City of Newman • City of Oakdale • City of Patterson
City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus

Item 3B

TO: Social Services Transportation Advisory Committee (SSTAC) **Staff Report Motion**
THROUGH: Vince Harris, Executive Director
FROM: Rosa De León Park, Transit/Programming Manager *RSLP*
DATE: May 24, 2010
SUBJECT: Approve 2010/11 Unmet Transit Needs Identification and Analysis Report and Making a Determination and Finding of Unmet Transit Needs That Are Reasonable to Meet For Fiscal Year 2010/11

Recommendation

By Motion:

Recommend that the StanCOG Policy Board approve the 2010/11 Unmet Transit Needs Identification and Analysis Report and Making a Determination and Finding of Unmet Transit Needs that are Reasonable to Meet for Fiscal Year 2010/11.

Background

As required by the Transportation Development Act (TDA), regional transportation planning agencies must annually complete an Unmet Transit Needs process. This process identifies and analyzes potential transit needs for reasonableness based upon adopted state and local guidelines. Prior to local TDA funds being allocated for non-transit purposes, StanCOG must adopt a resolution declaring that there are no unmet transit needs which are reasonable to meet, or that those unmet needs which have been deemed reasonable to meet will be funded in 2010/11.

Discussion

The 2010/11 Unmet Transit Needs Report documents the ongoing process of identifying significant transportation needs of the transit dependent public. The Report analyzes transit issues identified by staff, the Social Services Transportation Advisory Council (SSTAC), StanCOG’s Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC), other public and private agencies, and the general public.

There were two public hearing held at the StanCOG Policy Board Meeting. The initial public hearing was held on January 20, 2010 and the second on February 17, 2010.

At the January 20, 2010 public hearing a comment was made by Noe Paramo, Project Director for the Central Valley Partnership for Citizenship which is a project of the California Rural Legal Assistance Foundation, provided comments asking StanCOG to take into consideration vanpools for local Farm Workers as per Senate Bill 716. Staff met with Mr. Paramo and explained that Senate Bill 716 will take effect July 1, 2014 and will cover capital cost for vanpools only.

Finding Results: There were no transit issues identified by SSTAC, StanCOG's CAC and TAC or the general public that are considered an Unmet Transit Needs That Are Reasonable to Meet for Fiscal Year 2010/11.

Advisory Committee Action

The Social Services Transportation Advisory Council approved staff's recommendations to the StanCOG Policy Board to approve the 2010/11 Unmet Transit Needs Identification and Analysis Report and Making a Determination and Finding of Unmet Transit Needs that are Reasonable to Meet for Fiscal Year 2010/11. The staff report will also be provided at the Technical Advisory Committee, Citizens Advisory Committee, and Management & Finance Committee as an information item.

Attachments:

1. 2010/11 Unmet Transit Needs Identification and Analysis Report

rpark@stancog.org

V:\STANCOG\Staff Reports\Committees\2010\June\Approve Unmet Transit Needs Report (5.24.2010)\SSTAC.doc



Fiscal Year
2010/11

UNMET TRANSIT NEEDS Identification and Analysis Report

Prepared by:
Stanislaus Council of Governments
1111 I Street | Suite 308
Modesto, CA 95354

Adopted June 16, 2010
Pending Per Resolution XX-XX

**THE STANISLAUS COUNCIL OF GOVERNMENTS
POLICY BOARD MEMBERS**

Jeff Grover – Board Chairman	Stanislaus County
Jim Ridenour – Vice Chairman	City of Modesto
Guillermo Ochoa	City of Ceres
Ben Manley	City of Hughson
Brad Hawn.....	City of Modesto
Garrad Marsh.....	City of Modesto
Ed Katen	City of Newman
Farrell Jackson.....	City of Oakdale
Becky Campo.....	City of Patterson
Danny Fielder	City of Riverbank
Mary Jackson.....	City of Turlock
Charles Goeken	City of Waterford
Jim DeMartini.....	Stanislaus County
Dick Monteith	Stanislaus County
William O’Brien	Stanislaus County
Vito Chiesa	Stanislaus County
Ross Chittenden	Caltrans Ex-Officio

**STANISLAUS COUNCIL OF GOVERNMENTS
PROFESSIONAL STAFF**

Vince Harris.....	Executive Director
Vince Canales	Finance Director
Carlos Yamzon.....	Senior Planner
Rosa De León Park	Transit/Programming Manager
Cindy Malekos.....	Personnel and Administration Manager, Public Information Officer
Scott Philips.....	Associate Planner
Charles Turner.....	Associate Planner
Jim Schoeffling	Associate Planner
Jaylen C. French	Associate Planner
Jeanette Fabela.....	Associate Planner
Robin Whitehead	Budget & Grants Coordinator
Beth Espinoza.....	Account Clerk III
Debbie Molloy.....	Administrative Technician
Carla Alviso.....	Administrative Clerk III

EXECUTIVE SUMMARY

Annually, the Stanislaus Council of Governments (StanCOG), as the Regional Transportation Planning Agency and Metropolitan Planning Agency, pursuant to state law, StanCOG is required to identify any unmet transit needs that may exist in the Stanislaus region. Should unmet transit needs be found, a further determination must be made to determine whether or not those needs are reasonable to meet. StanCOG is required under the Transportation Development Act (TDA) to ensure that reasonable needs are met before TDA funds are allocated to local jurisdictions for non-transit purposes, such as streets and roads claims. The annual unmet transit needs finding process is required by StanCOG to conduct, at a minimum, the following:

- a. Establish a Social Services Transportation Advisory Council (SSTAC) to participate in the identification of unmet transit needs and the determinations whether those needs are reasonable to meet. The composition of the SSTAC is set forth in statute and consists of representatives of the following members:
 - (1) One representative of potential transit users who is 60 years of age or older.
 - (2) One representative of potential transit users who is handicapped.
 - (3) Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
 - (4) Two representatives of the local social service providers for the handicapped, including one representative of a social service transportation provider, if one exists.
 - (5) One representative of a local social service provider for persons of limited means.
 - (6) 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.
- b. Identify transit needs, which have been considered as part of the transportation planning process.
- c. Hold at a minimum one public hearing to receive public comments regarding unmet transit needs.
- d. StanCOG staff and SSTAC members meet to identify potential unmet transit needs. Conduct analysis of comments using Policy Board adopted definitions of “unmet transit needs” and “reasonable to meet”. (See definitions on Page 9-10). An important factor to consider of whether a need is reasonable to meet is the ability of a transit operator to maintain the required fare box ratio under the TDA statutes. StanCOG staff and SSTAC meet to discuss the analysis and recommendations. Determine definitions for “unmet transit needs” and “reasonable to meet”.
- e. Adopt by resolution a finding regarding transit needs that may be reasonable to meet. The Policy Board makes one of the following three possible findings:
 1. There are no unmet transit needs, or

2. There are no unmet transit needs that are reasonable to meet, or
3. 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, then those transit needs must be met before any TDA funds can be allocated for streets and roads claims.

RESULTS OF THE 2010/11 UNMET TRANSIT NEEDS FINDINGS:

Adopted per Resolution XX-XX, dated June 16, 2010, the StanCOG Policy Board found for FY 2010/11 that:

1. There were no identified Unmet Transit Needs that are reasonable to meet in the Fiscal Year 2010/11 Unmet Transit Needs Report.

There were two public meetings held, the initial public hearing was on January 20, 2010 and the second public hearing was held on February 17, 2010. At the January 20, 2010 public hearing a comment was made by Noe Paramo, Project Director for the Central Valley Partnership for Citizenship which is a project of the California Rural Legal Assistance Foundation, provided comments asking that we take into consideration vanpools for local farm workers as per Senate Bill 716. StanCOG Staff met with Mr. Paramo and explained that Senate Bill 716 will take effect July 1, 2014 and will cover capital cost for vanpools only.

Introduction

This is the 2010-11 Unmet Transit Needs Report. This report has been prepared for presentation to the Policy Board at its June 16, 2010 meeting. Prior to that meeting, the 2010-11 Unmet Transit Needs Report will have been reviewed by the StanCOG Executive Committee, Technical Advisory Committee, Citizens Advisory Committee, Management and Finance and the Social Services Transportation Advisory Council (SSTAC). Each of those committees makes comments regarding the document for the Policy Board. Based upon comments received at the committee meetings staff will update the report for presentation to the Policy Board at its June 16, 2010 meeting. At that meeting the Policy Board will make findings regarding potential Unmet Transit Needs for 2010-11.

Acknowledgement

StanCOG staff would like to acknowledge the perseverance and hard work of the following members of the SSTAC involved in the development and adoption of the final Unmet Needs findings:

Tom Truax, Chairman
Terry Plett , Vice-chair
Greg Gaudio
Bertha Burrell-Greene
Margie Palomino
Misty Ridenour
Simona Rios
George Sharp
Sandra Williams

Staff would also like to acknowledge the assistance and information provided by the following individuals:

Kay Dunkel, City of Ceres
Fred Cavanah, City of Modesto
Terry Easley, City of Modesto
Roger Fall, City of Turlock
Scott Medeiros, City of Turlock
Donna Bridges, ROTA Transit Coordinator
Brad Christian, Stanislaus Regional Transit
Doralee Boles, Stanislaus Regional Transit

Background

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.

In response to this requirement, StanCOG has conducted several hearings to identify needs, and to determine reasonableness of funding new or alternative services. On August 10, 1991, the StanCOG Policy Board adopted an annual Unmet Transit Needs Process for making the finding, and adopted definitions of “unmet transit needs” and “reasonable to meet.” The definitions were amended by the Policy Board on August 12, 2009 through Resolution 09-23.

Unmet Transit Needs Process

- A. In accordance with Public Utilities Code Section 99401.5, and as part of the transportation planning process, StanCOG must annually identify the transit needs of the jurisdictions within Stanislaus County, including:
 1. 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, the handicapped (including individuals eligible for para-transit 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 meet 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 (A); and
 3. An analysis of the potential alternative public transportation services, specialized transportation services, and service improvements that would meet all or part of the transit demand.
 4. Unless additional information becomes available which supersedes the analysis in the 2003-04 Report, the information as listed in Sections 1-3 above shall be included in future reports by reference only.
- B. As part of the ongoing planning process, StanCOG will continue to consult with and consider the recommendations from the Social Services Transportation Advisory Council

(SSTAC) satisfying the requirement of Public Utilities Code Section 99238.5. StanCOG staff will continue to provide support and technical assistance to the SSTAC. That technical assistance will include proposals from the transit operators, as are offered, to deal with the transit complaints received by the SSTAC, prior to the public hearing. Prior to the statutorily required public hearing, the SSTAC should make a written report to the StanCOG Policy Board containing a summary of its recommendations, including a list of identified needs and those that the SSTAC considers reasonable to meet.

- C. The Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) are also encouraged to submit comments and recommendations to the StanCOG Policy Board regarding how identified needs can be met, whether it is reasonable to do so, and what steps are already being taken. At their own discretion, the CAC and TAC may comment on the Unmet Needs report or may make separate recommendations to the StanCOG Policy Board.
- D. The StanCOG Policy Board shall hold at least one public hearing to receive testimony regarding potential unmet needs. This public hearing shall be held no later than December 31st of each year. This shall not be at the same meeting at which the unmet needs finding are made. StanCOG may conduct a second public hearing, following staff analysis, before making its final determinations with respect to unmet transit needs and reasonable to meet. Potential unmet transit needs heard for the first time at the second public hearing need not be analyzed or acted upon the same year, though, if not acted upon, they shall be acted upon in the subsequent year. Notice of each hearing, including the date, place, and specific purpose of the hearing shall be given at least 30 days in advance through publication in one or more newspapers of general circulation, including in Spanish. StanCOG shall also send written notification to those persons and organizations that have indicated, through the StanCOG citizen participation process or any other source of information, an interest in the subject of the hearing.
- E. All Unmet Transit Needs complaints received either through the year or at the public hearings shall be documented on the Unmet Transit Need "Request for Transit Service" form. The person making the request may ask that the form be mailed to him/her, or the required information may be received via phone conversation. If the "Request for Service" is mailed, StanCOG staff will follow up by phone to assure accuracy of information received. The "Request for Service" will be available to the public on the StanCOG web site at StanCOG.org.
- F. StanCOG recognizes that not all transit desires can or should be met. Issues that are deemed to be minor operational issues rather than unmet transit needs shall be referred to the appropriate transit operator for further investigation or action as warranted. A minor operational issue is defined as any transit comment, complaint, or issue which may have merit but does not rise to the level of (meet the definition of) an unmet transit need.
- G. The list of all transit issues identified at the Unmet Transit Needs public hearing shall be

presented to the SSTAC at its September meeting. As part of that presentation, staff shall identify those issues that in staff's opinion are minor operational issues believed not to merit further review. The SSTAC shall be asked to render its own opinion on the same subject to determine which complaints are worthy of further review".

- H. The remaining proposals shall be discussed before the SSTAC, including a brief analysis. This analysis shall be the foundation for the analysis within the draft Unmet Transit Needs Report. The Policy Board shall be provided recommendations of Unmet Transit Needs from the SSTAC and staff.
- I. Public testimony received at the first hearing shall be compiled and evaluated by staff, based upon recommendations received from the SSTAC. StanCOG staff shall prepare a written analysis of potential unmet needs which have been identified and shall then recommend to the Policy Board whether or not each issue raised is an "unmet transit need" in accordance with the adopted definition. The Policy Board shall then determine whether or not unmet transit needs exist based on the adopted definition and specifically identify such needs if they are determined to exist.
- J. Once StanCOG has determined that a request is an "unmet transit need," it shall determine whether it is "reasonable to meet." For each unmet need identified staff shall recommend, based on the adopted definition and comments received, if it is reasonable to meet, identify reasons why it is reasonable to meet or not, and identify any steps that are already being taken to meet the need. The StanCOG Policy Board may make its determination regarding "reasonable to meet" at the same meeting at which the finding of specific unmet needs is made or may make this determination at a subsequent meeting.
- K. If an unmet transit need is determined by StanCOG to be reasonable to meet, then the unmet transit need shall be funded before any allocation is made for streets and roads within the County. Accordingly, the Transit Cost Sharing committee shall recommend to the Policy Board which transit operator should provide the service, as a part of the Transit Cost Sharing process. The operator's Transportation Development Act claim shall document how the unmet transit need is to be funded.
- L. Where an unmet transit need is found to be reasonable to meet, the operator responsible to meet that need may track the productivity of the new service for a six month period after it is initiated to determine whether the identified need appears reasonable to meet. If the ridership during the first six months is too low to indicate that it is meeting a reasonable transit need, the operator may request that it begin the process of overturning the Reasonable to Meet finding. The operator shall document to the SSTAC both that the service is not receiving acceptable levels of ridership and that it has acceptably marketed the service. If the SSTAC agrees with the request of the operator, the operator may request the Policy Board to reverse its reasonable to meet findings.

- M. As with any planning process, the Unmet Needs process should evolve over time in response to changing local conditions, including growth. This Unmet Needs process and associated definitions shall be reviewed comprehensively by StanCOG, the SSTAC, and other interested parties at least once every five years or more frequently if appropriate.

Definition of “Unmet Transit Need” and “Reasonable to Meet”

The Transportation Development Act regulations require StanCOG to adopt definitions of “Unmet Transit Need” and “Reasonable to Meet” to guide staff analysis as to whether an identified need is an “unmet transit need that is reasonable to meet.” **On September 9, 2009**, per Resolution 09-23 the StanCOG Policy Board adopted the following definitions.

Defintion of Unmet Transit Need

An “unmet transit need” is a need for transportation for an individual or group of individuals within any part of Stanislaus County, which has not been funded and implemented and which has been accurately documented on the Unmet Transit Need “Request for Transit Service” form. Unmet needs include, but are not necessarily limited to, needs for traditional fixed-route transit, curb-to-curb or door-to-door paratransit service, and “door-through-door” service (trips that originate inside a building or residence and terminate inside a destination building or residence), as long as some portion of the trip is taken via a motorized vehicle having four or more wheels and operated by a professional or volunteer driver whose primary purpose is to transport individuals or groups of individuals over public rights of way. A “specialized service” is one that provides transportation tailored to the unique needs of the individual being served in a manner that exceeds the level of service described in the literature published by the city or county entity that provides traditional fixed-route or paratransit service to the area in which the unmet need is thought to exist. Potential transit needs may be identified by community members or through a local or regional planning process. Although, some services may be restricted or give priority to traditionally transit-dependent populations (such as elderly, youths, persons with disabilities, or low-income persons), all eligible users should have equivalent access or opportunity to use the service. At a minimum, this may include requests for transportation services which are identified through the annual TDA Unmet Transit Needs hearings, by the SSTAC, in the Regional Transportation Plan, in the Short-Range Transit Plan of any transit operator, in any study of unmet transit needs prepared or formally accepted by the StanCOG Policy Board, or in a compliance plan for the Americans with Disabilities Act as prepared by any public or private entity. Unmet transit needs are not:

1. Trips, which would duplicate transportation services
2. A need for transportation service beyond the fiscal year under consideration

Definition of Reasonable to Meet

An identified unmet transit needs will be determined to be “reasonable to meet” if it is demonstrated, to the satisfaction of the StanCOG Policy Board, that the transit need can be met within the following performance and financial standards:

1. Any new service developed to meet an unmet transit need shall achieve at least 50% of the system-wide performance standards, as found in the *Transit Cost Sharing Procedures* adopted by the StanCOG Policy Board, except in the case of an extension of service determined to be a necessary lifeline* service for transit dependent populations.

**Lifeline Service: A service necessary to access community services within Stanislaus County that are needed to sustain an individual’s physical and mental health, as determined by StanCOG Policy Board.*

2. Any new service developed to meet an unmet transit need shall not cause the system of which it is a part to fail to meet the systemwide performance standards.
3. Any new service developed to meet an unmet transit need will not require the expenditure of more Local Transportation Funds than are available to the jurisdiction for transit.
4. Any new specialized service would be required to meet TDA requirements and be eligible for LTF funding under article 4 “Claims for Funds”, Article 4.5 “Claims for Community Transit Services”, and Article 8 “Other Claims for Funds”.
5. An unmet transit need that requires specialized service will not reduce the amount of TDA funding needed by a City or County to continue to provide public transit services unless determined otherwise by the StanCOG Policy Board as demonstrated by their approval of claims submitted under article 4.5 “Claims for Community Transit Services” of the Transportation Development Act (TDA).

The determination of whether an unmet transit need is “reasonable to meet” shall take into account as appropriate:

1. If the time period needed to implement the required corrective action (e.g. major purchases, planning requirement) is greater than one year, an unmet transit need may be declared not reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.
2. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.
3. StanCOG’s Policy Board determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.