

STAFF REPORT



MEETING DATE:	6/28/11
SUBJECT:	Approve 2011/12 Unmet Transit Needs Findings and TDA Budget
AGENDA ITEM:	4-4
STAFF CONTACT:	Sue Crowe

SUMMARY:

The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs (Attachment D) that are “reasonable to meet.” Adoption of staff’s recommendation completes the 2011/12 Unmet Transit Needs process and authorizes distribution of Transportation Development Act (TDA) revenue.

STAFF RECOMMENDATION:

1. Accept the Social Services Advisory Council’s (SSTAC) recommendation;
2. Approve Resolution No. 11-10 reflecting the unmet transit needs findings and determination that there are no new transit services within each jurisdiction that are reasonable to meet; and
3. Adopt the 2011/12 TDA budget and approve claims by jurisdiction.

DISCUSSION:

Funding sources for public transportation include the Local Transportation Fund (LTF), State Transit Assistance (STA), and Federal Transit Administration (FTA) Section 5307 Urban and 5311 Rural programs. FTA and STA funds can only be used to fund public transit. RABA and the county are responsible for applying for annual FTA funds.

The Consolidated Transportation Services Agency (CTSA) and RTPA administration are funded first before funds can be apportioned to the Redding Area Bus Authority (RABA), the cities of Anderson, Redding and Shasta Lake and Shasta County (claimants). The CTSA is eligible for five percent of LTF revenue only.

The cost associated with operating RABA is apportioned to each claimant based 80% on service hours and 20% on each claimant’s population within RABA’s service area. RABA’s operating budget includes \$451,260 for administration and is paid by the claimants through the claims process. After transit requirements are met, claimants may use their remaining apportionment for other eligible uses, including additional transit service or for streets and roads (Attachment A).

Burney Express, County Lifeline and rural transit administration are funded solely by the county. The cities are not responsible for expenses incurred for these services.

Findings and recommendations

A public hearing was held on February 22, 2011. Requests received were for extended hour service, Sunday service and service to new areas (including Cottonwood and the Airport Road corridor). On March 16, the SSTAC reviewed comments (Attachment B) and prepared a recommendation (Attachment C). The SSTAC recommends that “there are no unmet needs that are reasonable to meet at this time.”

In efforts to improve transit service and efficiency within the region, the SSTAC recommends that RABA’s 2012 short-range transit plan include the following subjects:

1. A cost-analysis for increased frequency of service on major routes.
2. A feasibility study for express or pilot service between Anderson and Cottonwood.
3. Utilizing Shasta County’s 2-1-1 information referral service as a centralized dispatch center for specialized transportation.

RABA staff is pursuing route sponsorship for a limited-stop route on the Airport Road corridor. The SSTAC encourages continued efforts in developing this service.

RABA is operating on a temporary farebox ratio reduction that corresponds to RABA’s seven-year plan. New or expanded services should not be considered until RABA can sustain the 19% farebox ratio requirement. The SSTAC advocates that the board consider permanently reducing the farebox ratio to 15%.

Claims Budget

The following is a summary of estimated revenue compared to transit funding obligations for 2011/12:

2011/12 TRANSIT REQUIREMENTS AND FUNDING SOURCES							
		Jurisdiction					
Revenue Source		Anderson	Redding	Shasta Lake	County	CTSA	RTPA
Local Transportation Fund	\$6,400,000	\$341,477	\$3,081,794	\$346,337	\$2,306,484	\$319,794	\$4,114
State Transit Assistance	785,319	44,135	398,314	44,763	298,107		
Federal Transit Admin. (FTA) 5307	750,000	67,950	613,200	68,850			
FTA 5311	238,273				238,273		
Total Revenue	\$8,173,592	\$453,562	\$4,093,308	\$459,950	\$2,842,864	\$319,794	44,114
		Jurisdiction					
Transit Expense		Anderson	Redding	Shasta Lake	County	CTSA	RTPA
RABA	\$4,111,450	\$241,065	\$3,444,213	\$209,022	\$217,150		
Burney Express	124,733				124,733		
County Lifeline	45,000				45,000		
Rural Admin	3,000				3,000		
RTPA Admin	4,114						4,114
CTSA	319,794					319,794	
Total Transit Expense	\$4,608,091	\$241,065	\$3,444,213	\$209,022	\$389,883	\$319,794	\$4,114
		Estimate of Funds Available for Other Uses					
Total Revenue	\$8,173,592	\$453,562	\$4,093,308	\$459,950	\$2,842,864	\$319,794	\$4,114
Less Transit Expense	(4,608,091)	(241,065)	(3,444,213)	(209,022)	(389,883)	(319,794)	(4,114)
Less State Transit Assistance	(785,319)	(44,135)	(398,314)	(44,763)	(298,107)		
Available for Other Uses	\$2,780,182	\$168,362	\$250,781	\$206,165	\$2,154,874	\$0.00	\$0.00

Approval of the 2011/12 TDA Apportionments and Transit Obligations (Attachment A) will allow the RTPA to distribute funds to the claimants. Due to delays in receiving state revenue, staff proposes that funds for non-transit uses and STA funds be distributed as funds become available.

ALTERNATIVES:

The 2011/12 TDA budget was developed in compliance with RTPA Administrative Policy 6-3. Revenues are based on official estimates or historic trends. RABA expenditures are based on RABA's 2011/12 draft budget. The board could choose to modify any of these estimates; however, in most cases policy or budget amendments would be needed.

OTHER AGENCY INVOLVEMENT:

RABA and the CTSA have been consulted throughout the TDA claim process. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING:

Final action consistent with the attached resolution will result in claims as outlined in Attachment A.

Daniel S. Little, AICP, Executive Director

Attachments:

- A. Apportionments and transit obligations for 2011/12
- B. Staff responses to comments
- C. SSTAC recommendation
- D. Definition of Unmet Transit Needs and Reasonable to Meet
- E. Resolution No. 11-10

RESOLUTION



RESOLUTION NUMBER:	11-10
SUBJECT:	2011/12 Unmet Transit Needs Findings, Allocations and Claims Budget

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of Local Transportation Fund (LTF) funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the LTF, and the relative needs of each claimant for the purposes for which the fund is intended and consistent with the provisions of the law; and

WHEREAS, PUC Section 99231 and California Code of Regulations Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such monies as represent that area's apportionment; and

WHEREAS, the provisions of PUC Section 99401.5 further require that the Regional Transportation Planning Agency (RTPA) annually review and make findings concerning "unmet transit needs" in each claimant jurisdiction, and prior to making any LTF allocations to claimants for street and road purposes, fund such unmet transit needs in each claimant jurisdiction as have been found "reasonable to meet;" and

WHEREAS, to ensure eligibility for State Transit Assistance funds, the Redding Area Bus Authority (RABA) shall submit calculations supporting its compliance with PUC Section 99314.6; and

WHEREAS, the 2011/12 transit needs review process in Shasta County has included all of the following actions:

1. Consultations with and recommendations from the Social Services Transportation Advisory Council (SSTAC) and other interested organizations and individuals.
2. Identification of the transit needs for claimant jurisdictions in Shasta County as detailed in the 2011/12 Transit Needs Assessment (TNA), which includes the following:
 - a. An assessment of the size and location of identifiable groups which are likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped and persons of limited means.
 - b. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services, in meeting the demand identified pursuant to the assessment referred to in sub-paragraph (a) above.
 - c. An analysis of the potential alternative public transportation and specialized transportation services and service improvements.
3. A presentation by the RTPA staff on February 22, 2011, concerning recent unmet needs findings and existing service ridership and feasibility.

4. A public hearing held on February 22, 2011, for the purpose of soliciting claimant agency and citizen comments on unmet transit needs that may exist within each claimant's jurisdiction that might be "reasonable to meet" using LTF funds. Public comments were analyzed and responded to.

WHEREAS, an analysis of identified transit needs for fiscal year 2011/12 for each affected jurisdiction, and consideration of their respective costs and revenues and other factors, as detailed in the 2011/12 TNA, has resulted in the determination that the existing level of transit service represents those transit needs that are "reasonable to meet;" and

WHEREAS, the findings required by PUC Section 99401.5, and related RTPA rules and policies, for each claimant jurisdiction are reflected in a single resolution for administrative convenience, and as a reflection of the coordinated transit service that the individual claimants have separately elected to provide through a joint powers agreement, despite their individual status as eligible Transportation Development Act (TDA) claimants; and

WHEREAS, the information developed pursuant to PUC Section 99401.5, subdivisions (a) through (c), inclusive, which provide the basis for the findings herein for 2011/12 include:

1. The 2011/12 TNA and supplemental data and analysis provided.
2. The Transit Development Plan as updated with 1995 Transit Needs Study Technical Memorandums No. 1 and No. 2.
3. SSTAC consultations.
4. Public and claimant agency comments.
5. Staff reports and presentations to the RTPA board.
6. The 2010 Regional Transportation Plan (RTP).
7. Redding Area Bus Authority (RABA) Short-Range Transit Plan, dated October 2007.
8. All correspondence, testimony and documents otherwise comprising the record of proceedings.

WHEREAS, the PUC Section 99401.5 findings made herein, including determinations that existing transit services, upon modifications, shall continue to be funded for each claimant as specified before any allocation is made by the responsible claimant for streets and roads within its jurisdiction; and

WHEREAS, proposed 2011/12 TDA allocations to the claimants, in the form of a 2011/12 TDA budget, have been prepared; and

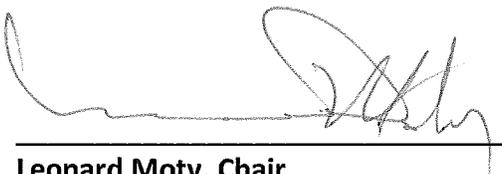
WHEREAS, the PUC Section 99401.5 findings made herein are consistent with the goals, objectives and policies of the RTP; and

WHEREAS, as a result of this annual planning and review process, the RTPA has identified that there are no new "unmet transit needs" that are "reasonable to meet" for the claimant jurisdictions in Shasta County for 2011/12.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency:

1. Makes the above stated findings and determinations, including, but not limited to, a finding that existing transit services fully and adequately address all unmet transit needs in each claimant jurisdiction in Shasta County, which are reasonable to meet; and
2. Determines that the existing level of transit service as detailed in the 2011/12 TNA is reasonable to meet; and
3. Determines that the 80% service hours/20% population-based cost sharing formula represents the cost sharing alternative which reflects the most equitable distribution of RABA service area costs to the claimant agencies in light of the transit system benefits each will realize from the RABA provided services; and
4. Determines that the farebox ratio for the RABA service area where services are jointly funded in the rural and urban areas for 2011/12 is 17.3%; and
5. Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2011/12 TDA budget on Attachment A; and
6. Directs that claimants for TDA funds shall submit claims for transit funds in the amounts not exceeding those shown on Attachment A for fiscal year 2011/12, and that these claims and the use of resulting funds shall be consistent with the Transit Development Plan, as amended, before any LTF allocations shall be used for other uses; and
7. Authorize the executive director to modify the 2011/12 TDA claims once RABA's adopted budget is available; and
8. Authorize the executive director to distribute STA funds and funds for non-transit uses as revenue is available.

PASSED AND ADOPTED this 28th day of June, 2011, by the Shasta County Regional Transportation Planning Agency.



Leonard Moty, Chair

Shasta County Regional Transportation Planning Agency

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	ATTACHMENT A - SHASTA COUNTY RTPA - 2011/12 TDA BUDGET & TRANSIT REQUIREMENTS															
2	Annual TDA claims are prepared based on estimated revenue and expenses for the future year. These estimates are revised, or "true-up" once audited revenues and expenses are available. Excess funds may be distributed to claimants for other eligible uses.															
3	Section 1: Estimated State and Federal Revenue (Apportioned based on percent of countywide population)	PUC Section	Countywide Population	11/12 True-Up	Section 1: Estimated Revenue by Jurisdiction								Apportioned "off-the-top"			
4					Anderson		Redding		Shasta Lake		County		RTPA		CTSA	
5	Countywide Population as of 1/1/11		177,924		10,005		90,250		10,125		67,544					
6	Percent of Population by Jurisdiction		100.00%		5.62%		50.72%		5.70%		37.96%					
7	Transportation Development Act (TDA) Revenue	6,400,000	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
8	Local Transportation Fund (LTF) Estimate	99231	6,076,092		341,477		3,081,794		346,337		2,306,484					
9	RTPA Administration (from 11/12 OWP)	99233.1	4,114										4,114			
10	CTSA - 5% of LTF after RTPA	99275	319,794												319,794	
11	State Transit Assistance (STA) Estimate	6731	785,319		44,135		398,314		44,763		298,107					
12	Total Estimated State Revenue		7,185,319		385,612		3,480,108		391,100		2,604,592		4,114		319,794	
13			Urban Pop.	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
14	Federal Transit Administration Formula Funds		110,380		10,005		90,250		10,125							
15			100.00%		9.06%		81.76%		9.18%							
16	FTA 5307 Operating Apportionment (Cities only)		750,000		67,950		613,200		68,850							
17	FTA 5311 Operating Apportionment (County only)		238,273								238,273					
18	Total Estimated Federal Revenue		988,273		67,950		613,200		68,850		238,273		0		0	
19																
20	TOTAL ESTIMATED STATE AND FEDERAL REVENUE		8,173,592		453,562		4,093,308		459,950		2,842,864		4,114		319,794	
21																
22	Section 2: Estimated Transit Funding Requirements		Population in RABA Service Area	11/12 True-Up	Section 2: Estimated Transit Funding Requirements by Jurisdiction											
23	80/20 Weighted Average Formula				Anderson	Redding	Shasta Lake	County	RTPA	CTSA						
24	Population in RABA Service Area		115,634		10,005		90,250		10,125		5,251					
25	Percent of RABA Service Area Population by Jurisdiction		100.00%		8.65%		78.05%		8.76%		4.54%					
26	RABA Service Hours by Jurisdiction		140.50		6.00		120.50		4.25		9.75					
27	Percent of Service Hours/Population in each Jurisdiction		100.00%		4.27%		85.77%		3.02%		6.94%					
28	Equals Weighted Average Share		100.00%		5.15%		84.22%		4.17%		6.46%					
29	Transit Funding Requirements															
30	Redding Area Bus Authority		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
31	TDA Funds Required															
32	RABA (PUC Article 4) TDA Required for Operating		99260a	2,905,391		149,628		2,446,920		121,155		187,688				
33	RABA Administration		99260a	451,260		23,240		380,051		18,818		29,151				
34	TDA Capital Match (from RABA budget)		99260a	4,800		247		4,043		200		310				
35	FTA 5307 Operating (Cities only)			750,000		67,950		613,200		68,850						
36	Total Required by RABA			4,111,451		241,065		3,444,214		209,022		217,150				
37	Other Transit Obligations															
38	County Transit															
39	Burney Express Budget		99400c	124,733							124,733					
40	Lifeline Transit Service		99400c	45,000							45,000					
41	Rural Transit Administration Budget		99400d	3,000							3,000					
42	CTSA (5% LTF)		99275	319,794											319,794	
43	RTPA Admin		99400d	4,114									4,114			
44	TOTAL ESTIMATED TRANSIT FUNDING REQUIREMENT			4,608,091		241,065		3,444,214		209,022		389,882		4,114		319,794
45																
46																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
47	Section 3: Estimate of Funds Available for Other Uses			11/12	Section 3: Revenue Less Transit Requirements = Available for Other Uses by Jurisdiction											
48				True-Up	Anderson		Redding		Shasta Lake		County		RTPA		CTSA	
49			Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
50	Total Estimated Revenue		8,173,592		453,562		4,093,308		459,950		2,842,864		4,114		319,794	
51	Less STA Revenue Pending Receipt	6731	(785,319)		(44,135)		(398,314)		(44,763)		(298,107)					
52	Less Estimated Transit Requirements	99400c	(4,608,091)		(241,065)		(3,444,214)		(209,022)		(389,882)		(4,114)		(319,794)	
53	EQUALS NET AVAILABLE FOR OTHER USES	99400a	2,780,182		168,362		250,780		206,165		2,154,875		0		0	
54																
55	Section 4: Capital Purchase Requirements															
56	FTA 5307 funds are available to RABA for capital expenses. Funds may be banked for up to 3 years. RABA may carry over funds if expenditures are delayed in a fiscal year. FTA capital revenue is not a factor in TDA calculations although a 20% TDA match is required.															
57	Other Revenue Funds			Urban Pop.	City of Anderson		City of Redding		City of Shasta Lake		County of Shasta					
58	Other revenues are for revenue recognition only in the TDA claims process. These funds flow directly through the claimant agency.			110,380	10,005	9.06%	90,250	81.76%	10,125	9.18%	100%					
59			Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual				
60	FTA 5307 RABA Capital (PUC Article 4 99260(a)) - (Cities only)		1,065,847		96,566		871,437		97,845		0					
61	Prop1B Revenue		661,462		37,174		335,494		37,703		251,091					
62	TOTAL NON-TDA FUNDS REQUESTED		1,727,309		133,740		1,206,930		135,548		251,091					
63																
64	Claimant Certification: It is understood that this TDA budget is based on estimated revenue and transit requirements. This budget may be revised to match actual revenue and expenses once the RTPA and RABA's audited financial statements are available. Monies claimed may only be used for the purpose for which the claim is approved, and in accordance with the terms of the allocation instructions. The claimant certifies that, to the best of his/her knowledge, the financial information contained herein is reasonable and accurate.															
65	Agency: _____															
66	Signature of Authorized Representative _____ Date: _____															

ATTACHMENT B

2011/12 Unmet Transit Needs Comments and Responses

Introduction: Annually, the RTPA takes public testimony on unmet transit needs in Shasta County. Comments received are grouped below according to subject matter. Some comments, such as those for new general-public transit services, require an RTPA response as to whether the service can meet “unmet transit needs” and “reasonable to meet” criteria developed by the RTPA. Other comments, such as those for new senior services, require a CTSA response on whether that service is consistent with “community transit service” criteria. Services that do not meet either of these funding criteria may be funded at the discretion of a city or county, depending on where the transit need occurs, and a jurisdiction response may be provided.

Legend: IP= In Person E=Email P=Phone

Comments Grouped by Subject	RTPA Response
<p>1. Burney Express Service</p> <p>A. Weekend Service Added IP-1: Person is a resident of McArthur and rides the Burney Express on a regular basis. Because of a disability, he cannot drive himself to the stop and has difficulty finding someone to drop him off during the week. His only alternative is the significantly more expensive Sage Stage. Public comment spoken at the unmet needs hearing on 2/22/11.</p> <p>E-1: Person would like weekend Service on the Burney Express. Received via email to RTPA on 11/8/10</p> <p>B. Service During the Intermountain Fair P-1: Person would like the Burney Express to provide weekend service in McArthur during the Intermountain Fair. Phone call to RTPA on 2/22/11</p> <p>C. Accept the Shasta College Student Pass P-2: Person would like the Burney Express to accept the new Shasta College student pass where student card holders ride for free. Phone call to RTPA on 2/24/11</p>	<p>IP-1: Although weekend service is a recognized benefit, ridership numbers do not support such an addition. Saturday ridership is half that of weekday ridership, and Sunday service is half that of Saturday service. Such low numbers make weekend Burney Express service an economically unfeasible service.</p> <p>E-1 Weekend service has traditionally low ridership. Such low ridership numbers do not support the addition of weekend service.</p> <p>P-1: The SCRTPA is focused on basic year-round transit needs. Specialty services can be privately chartered.</p> <p>P-2: The Shasta College student pass is a trial incentive that is being tried by RABA and the college. The Burney Express is not controlled by RABA because it is a contract service to the county.</p>

<p>D. Partnership with Other Transit Operators E-1: Person would like Sacramento Regional Transit (SRT) to honor RABA passes. Person would like to see some sort of partnership between RABA and SRT where a transfer program of this type would be possible. <i>Received via email to RTPA on 2/3/11</i></p> <p>E. Improved Operations and Marketing E-2: Person would like to see more transit improvements added, and an improvement in RABA's marketing tactics. Person feels that transit needs to be marketed more towards the "average" commuter and shopper, not "...just the disabled and poor" in order to increase public support. <i>Emailed to the RTPA on 1/13/11 in response to an SSTAC email.</i></p>	<p>E-1: The citizen contacted SRT, who expressed interest in such a transfer program. The idea was declined due to budget cuts.</p> <p>E-2: RABA is currently continuing marketing with Ilium and has begun several new programs that partner with different community groups.</p>
<p>2. Service to New Areas</p> <p>A. Service to Shingletown IP-2: Person would like to see transit service that runs out of Shingletown. Person requested a "Burney Express" type service, with a demand-response vehicle that transports senior citizens from their home to a fixed route service that would run from Shingletown to Redding. <i>Personal visit to the RTPA and discussion with staff on 2/28/11.</i></p> <p>B. Service to Cottonwood P-3: Person would like transit service in the Cottonwood area. <i>Received via a phone call to the RTPA on 3/3/11.</i></p> <p>C. Service to Old Shasta E-3: Person requests that the Old Shasta route be brought back. <i>Received via email to RTPA and RABA on 1/18/11</i></p>	<p>IP-2: Transit service in Shingletown has been attempted by the county and failed to meet required farebox ratios.</p> <p>P-3: Transit service in Shingletown has been attempted by the county and failed to meet required farebox ratios. Such service cannot be considered until the existing transit system can sustain the mandatory farebox ratio requirement.</p> <p>E-3: Currently Trinity Transit has a route that runs Monday, Wednesday and Friday and serves Old Shasta and Redding.</p>

<p>D. Service to Millville E-4: Person would like Millville stops added. <i>Received via email to RTPA and RABA on 1/18/11</i></p>	<p>E-4: Millville is one of the three least populated census tracts in Shasta County. Such low population density cannot currently support farebox ratio.</p>
<p>3. Extend Service Area</p> <p>A. Demand-Response E-5: Person requests that service area covered by demand-response be extended to the Country Heights neighborhood in West Redding. <i>Received via email to RTPA and RABA on 1/18/11</i></p> <p>B. Fixed-Route E-5: Person requests that new RABA stops be placed within close vicinity of these intersections (Attachment A). <i>Received via email to RTPA and RABA on 1/18/11</i></p> <p>C. General Service E-5: Person would like to extend transit service area and add more bus stops. <i>Received via email to RTPA and RABA on 1/18/11</i></p> <p>E-5: Person requests that transit service be added to Happy Valley and at Placer off of Chaparral. <i>Received via email to RTPA and RABA on 1/18/11</i></p>	<p>E-5: Due to RABA route modifications some areas of Country Heights are no longer within RABA's service area. SSNP will now provide service to persons with disabilities and older adults in that area.</p> <p>E-5: RABA and SSNP are looking into adding new stops to their routes at several of the locations within their service area on Attachment A.</p> <p>E-5: Until the economy improves, expanding service area is not an economically feasible decision.</p> <p>E-5: The county has attempted to introduce transit service in this area but was not able to meet required the required farebox ratio.</p>

Attachment A-1
Stop requests from Far Northern Regional Center

Capricorn @ Bridger
Woodacre @ Long Dr. Court
Mountain View Dr. @ Collyer Dr.
Eagle Parkway @ S. Bonnyview
Grouse @ Lancers
Green Acres Dr. @ Deschutes Rd.
Filaree Dr. @ Huntington Dr.
Candlewood Dr. @ Lacey Lane
Airport Rd. @ Meadow View Dr.
Greenbriar Ct. @ Reddington Dr.
Pendant Way @ Platinum Way
E. Bonneyview @ Potts Ln.
Shastaview @ Marlene Ave.
Hollow Lane @ Ridgewood Rd.
Mahan @ Weldon
Debbie Lane @ Churn Creek
Sterling Dr. @ Fresia Way
Old Lantern @ River Ridge Dr.
River Ridge Dr. @ Showboat Court
Oak Mesa Lane @ Kathleen Way
Wilvern Ln. @ Hollow Ln.
Balaton in Avenue @ Luceme Ct.
Riata Dr. @ Tucker Ln.
Chaparral Dr. @ Viadmir Ct.
5000 block of Dino Dr.
Billy Jean Lane @ Airport Rd.
Lupine Dr. @ Airport Rd.
Black Canyon Rd. @ Walker Lane
Valentine Lane @ Dove Court
State St. @ Parkview Ave.
Freebridge St. @ Weldon St.
2800 block of Panorama Dr.
Nema Cris Way @ Cristopher Ln.
Bechelli Lane @ Crestmont Dr.
400 block of Woodcliff Dr.
12,000 blocker of Tamer Way
Bidwell Rd. @ N. Bonnyview Rd.
Middleton Lane @ Augustine Ln.
Amir Ct. @ Hollow Lane

Riverview Dr. @ Rivella Vista Dr.
10,000 block of Deschutes Rd.
10,000 block of Road Runner Way
Trailwood Ct. @ River Park Dr.
Shadowrun Court @ River Park Dr.
Gold St. @ Canal Dr.
Denton Way @ Churn Creek
Mountain Oaks Dr. @ Royal Oaks Dr.
Posey Lane @ Twintowers Dr.
Rancho Rd. @ Old Oregon Trail
Woodcliff Dr. @ Woodhill Dr.
Old 44 Drive @ Old Oregon Trail
Iron Court @ Shasta Gateway Dr.

ATTACHMENT C

SHASTA COUNTY SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

TO: Shasta County Regional Transportation Planning Agency (SCRTPA)

DATE: 03/18/2011

SUBJECT: 2011-12 Unmet Transit Needs Recommendation

The Shasta County Social Services Transportation Advisory Council (SSTAC) meets bi-monthly to review transit needs in Shasta County. As part of the annual unmet transit needs process, the SSTAC is responsible for preparing and presenting an unmet needs recommendation to the SCRTPA Board.

The 2011-12 SSTAC identifies four items to consider that could improve efficiency of the transit system within the region, maximize available resources and improve access to transportation for the general public and special needs customers:

Consolidated Dispatch Center

The SSTAC recognizes the progress made in developing a centralized dispatch center. Shasta County is a pilot county for a 211 call center. 211 is a comprehensive information and referral database with specialized services ranging from food and shelter, healthcare, job placement and transportation options. Public and private agencies that meet the criteria are included in the 211 database.

Using Google Transit, 211 displays a transit operator's service area to the 211 specialist; ensuring that callers are directed to the appropriate agency. In the future, special needs customers may be able to schedule transportation through the 211 call center.

The SSTAC encourages the Redding Area Bus Authority (RABA) to include the feasibility of utilizing 211 as a centralized dispatch center for specialized transportation as an element in the short-range transit plan update.

Trial-transit service to Cottonwood and the Airport Road Corridor

The SCRTPA continues to receive requests for transit service to two areas; Cottonwood and the Airport Road corridor. Trial service to these areas was attempted in 2003/04, and failed due to lack of riders. The Airport Road corridor now includes Stillwater Business Park, U.S. Forest Service, IASCO flight school and a California Veterans Home, which is currently under construction. RABA staff is working with businesses on the Airport Road corridor to sponsor an express service. The SSTAC encourages RABA to continue pursuing route sponsorship in this area.

A limited-stop express service could be offered between the City of Anderson and Cottonwood. This would require a cost-analysis to determine feasibility.

The SSTAC recommends performing a cost-analysis for limited express or pilot bus service between Anderson and Cottonwood in the short-range transit plan update.

Increase frequency of service during peak service hours

The SSTAC recognizes that there are unmet transit needs such as, Sunday service and extended hours of service. Sunday and extended hour service should not be considered until the existing transit system can sustain the mandatory farebox ratio requirement.

RABA operates on one-hour headways. Ridership could increase with shorter headways on high frequency routes during peak service hours.

The SSTAC encourages RABA to include a cost-analysis for increased frequency of major routes in the next short-range transit plan update.

Reduce farebox ratio to 15%

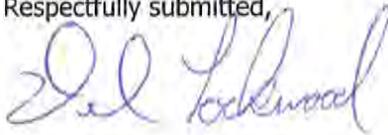
State law requires that a transit operator which provides both fixed-route and complimentary paratransit service must maintain a ratio of fare revenue to operating cost (farebox ratio) for the combined service. The SCRTPA established farebox ratio is 19%. By state law, the farebox ratio can be set at 15%. RABA is currently operating on a temporary farebox ratio reduction that corresponds to RABA's 7-year financial plan.

California's economic recession has affected revenue, while the cost of fuel continues to escalate. RABA failed to meet the 09/10 temporary farebox ratio requirement of 16.7%.

The SSTAC suggests that the SCRTPA board consider permanently reducing the farebox ratio requirement to 15%.

The four items discussed above are considerations to improve service within the region. The SSTAC's recommendation for 2011/12 is that there are **"no unmet transit needs that are reasonable to meet."**

Respectfully submitted,



Del Lockwood, Chair – Shasta County Opportunity Center

Debbie McClung, Vice Chair - Shasta Senior Nutrition Programs

Mike Evans, – ACCA, Faithworks

Chuck Aukland – Redding Area Bus Authority

Cindy Dodds – Tri-Counties Community Network

Janice Galloway – Shasta County Health and Human Services Agency – Mental Health

Sharon Howard – Shasta County Health and Human Services Agency – Social Services

Kay Hudelson – Golden Umbrella

Lisa White – Consolidated Transportation Services Agency

Mike Harding – We Care A Lot

Dave Plowman – HELP, Inc.

RESOLUTION NO. 00-21

DEFINITION OF UNMET TRANSIT NEEDS
AND REASONABLE TO MEET

WHEREAS, the Transportation Development Act (TDA) requires each transportation planning agency to find, prior to any allocation of Local Transportation Fund (LTF) monies for streets and roads, (1) that there are no unmet transit needs, or (2) that there are no unmet transit needs which can reasonably be met, or (3) if there are unmet transit needs, including some such needs that are reasonable to meet, that those needs determined reasonable to meet have been funded (California Public Utilities Code (PUC) Section 99401.5); and

WHEREAS, the TDA further permits the agency to define the terms "unmet transit needs" and "reasonable to meet" as it determines appropriate, consistent with PUC Section 99401.5(c); and

WHEREAS, Shasta County Regional Transportation Planning Agency staff, having consulted with claimant jurisdiction representatives and the Citizens Transportation Advisory Committee and have concluded that minor technical changes consistent with the TDA and prior RTPA practice are appropriate, and have therefore recommended the following revised definitions:

Unmet Transit Needs. An "unmet transit need" under the Transportation Development Act shall be found to exist only under the following conditions:

1. A population group in the proposed transit service area has been defined and located which has no reliable, affordable, or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below.
2. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well-being, including trips which serve employment purposes.
3. Unmet transit needs specifically include:
 - (a) Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act Paratransit Plan or short-range Transit Plan which are not yet implemented or funded.
 - (b) Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

4. Unmet transit needs specifically exclude:
- (a) Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.
 - (b) Improvements funded or scheduled for implementation in the following fiscal year.
 - (c) Trips for any purpose outside of Shasta County, in accordance with PUC Section 99220(b).
 - (d) Primary and secondary school transportation.

Reasonable to Meet. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions:

- 1. It has been demonstrated to the satisfaction of the Agency that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of operating cost in urbanized areas and 90% in nonurbanized areas. It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller's Uniform System of Accounts and Records. The "Cost Allocation Method" as shown in Exhibit (A) is the method to be used for determining fare box ratio.
 - (a) Transit service subsidy maximums may be determined on an individual route or service area, or an individual proposed route or service area, basis.
- 2. The proposed expenditure of Transportation Development Act funds required to support the transit service does not exceed the authorized allocation of the claimant, consistent with Public Utilities Code Sections 99230-99231.2 and TDA Regulations Sections 6649 and 6655.

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not Reasonable to Meet.

- 3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.
- 4. Where transit service is to be jointly funded by two or more of the local claimant jurisdictions, it shall be demonstrated to the satisfaction of the Commission that the resulting inter-agency cost sharing is equitable. In determining if the required funding equity has been achieved the Commission may consider, but is not limited to

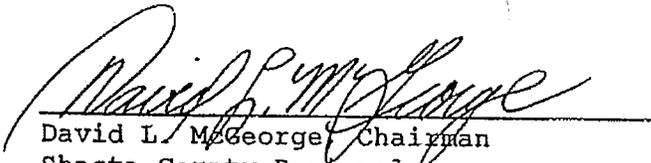
considering whether or not the proposed cost sharing formula is acceptable to the affected claimants.

5. Transit services designed or intended to address an unmet transit need shall in all cases make coordinated efforts with transit services currently provided, either publicly or privately.

NOW, THEREFORE, BE IT RESOLVED that the definitions set forth above shall govern the RTPA's determinations of unmet transit needs that are reasonable to meet pursuant to applicable TDA statutes and regulations, and the resulting allocation of TDA funds by this Commission;

BE IT FURTHER RESOLVED that Resolution 10-97 of the Shasta County Regional Transportation Planning Agency dated December 16, 1997, is hereby rescinded and superseded.

PASSED AND ADOPTED this 12th day of December, 2000, by the Shasta County Regional Transportation Planning Agency.



David L. McGeorge, Chairman
Shasta County Regional
Transportation Planning Agency